Public Works (1902) Department.

G.O., No. 1148 I

DATED 4th Octr. 1902.

6/10/02

[Despatch Abstract.]

Traffic on navigable canals during 1901-02

The statements, submitted by the Chief Engineer for Irrigation, shewing the ——, recorded.

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BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

IRRIGATION.
ACCOUNT.

Government {1902} of Madras.

PUBLIC WORKS.

Recd. } 1902. *Enclosures*

Regd. *Spare copies*

G.O., No. 1148 I., 4th October 1902.

OCTOBER.

Traffic on navigable canals during 1901-1902

The statements submitted by the Chief Engineer for Irrigation, showing the — recorded.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

Read—the following papers :—

From the Superintending Engineer, I Circle, dated 13th June 1902, No. 1705 G.

To the ,, ,, I ,, ,, 14th July ,, ,, 12 I.

From the ,, ,, II ,, ,, 29th May ,, ,, 92 I.

To the ,, ,, II ,, ,, 14th July ,, ,, 134 K. S.

From the ,, ,, II ,, ,, 22nd ,, ,, ,, 148 I.

From the ,, ,, III ,, ,, 17th May ,, ,, 1714 I.

From the ,, ,, V ,, ,, 30th June ,, ,, 253 E. I.

From the ,, ,, V ,, ,, 7th July ,, ,, 260 E. I.

To the Examiner, Public Works Accounts, dated 14th July 1902, No. 240.

From the ,, ,, ,, ,, 22nd ,, ,, ,, 3121 B./B. K.

To the Superintending Engineers, I, II, III and V Circles, dated 12th Aug. 1902, No. 27 G.

From the ,, Engineer, III Circle, dated 25th August 1902, No. 2841 I.

From the ,, ,, V ,, ,, 6th September 1902, No. 343 E.I.

From the ,, ,, II ,, ,, 12th ,, ,, ,, 199 I.

From the ,, ,, II ,, ,, 12th ,, ,, ,, 200 I.

From the ,, ,, I ,, ,, 12th ,, ,, ,, 2691 G.

No. 253 I.

Note by the Chief Engineer for Irrigation.

The accompanying statements showing the traffic on navigable canals during 1901–1902 are submitted to Government with reference to G.O., No. 441 I., dated 23rd May 1891.

2. The receipts during 1901–1902 on all the canals show a decrease when compared with those of the previous year. The decrease in receipts on the Gódávari and Kistna canals is stated to be due to the railway competition, while that on the Dumagudem canals is ascribed to the stoppage of traffic for the greater portion of the year owing to the breach in the anicut that occurred in 1900. As regards the Buckingham canal, it is explained that the decrease in collections in 1901–1902, when compared with those of 1900–1901, is chiefly due to the recovery in the latter year of the arrears due in 1899–1900. In the case of the Kurnool-Cuddapah canal, the falling off is attributed to the interruption of traffic caused by a breach in the Tangadancha tank.

3. With reference to the variations in the "ton-mileage" and "value of goods," the Gódávari canals and the Buckingham canal show an increase which, in the case of the former, is owing to the non-interruption of traffic by floods like those of the previous year, while in the case of the latter canal, it is due to the heavy salt traffic. The decrease under these heads on the Dumagudem and the Kistna canals is attributed to their low state. The decrease on the Kurnool-Cuddapah canal is probably due to a falling off in the imports of food-grains during the year, which, locally, is stated to have been a fairly good one.

4. The submission of these statements to the Government of India has been ordered to be discontinued in their letter printed with G.O., No. 424 I., dated 10th April 1902.

(Signed) A. W. SMART, Col., R.E.,
Ag. Chief Engineer for Irrigation.

18th September 1902.

FORM I.—Comparative Return of traffic carried on

1	Demands. Balance from last year. 2	Demands. For current year. 3	Collections during the current year. 4	Balance uncollected. 5	Previous year. Demands. 6	Previous year. Collections. 7	Nature of cargo. 8	Traffic crossing the boundary between (a) and (b). Tonnage. From (a) to (b) (exports). 9	Traffic crossing the boundary between (a) and (b). Tonnage. Into (b) from (a) (imports). 10
	RS.	RS.	RS.	RS.	RS.	RS.	CHILKA LAKE CANAL.		
							Boat Traffic.		
							1. Paddy and rice	..	..
							2. Oils	..	..
							3. Provisions	..	..
							4. Salt	..	..
							5. Coal and coke ..	..	..
							6. Miscellaneous goods ..	..	..
							7. Timber	..	..
							8. Firewood	..	..
							9 Bamboos	..	..
							10. Sugar	..	..
							11. Building materials ..	..	..
							Total, Boat Traffic ..	..	..
							DUMAGUDEM CANAL.		
							Boat Traffic.		
							1. Cotton, raw and manufactured ..	..	..
							2. Paddy and rice ..	..	..
							3. Other food-grains ..	..	..
							4. Hides and skins ..	..	..
Six weeks' license fees ..					448	448	5. Metals	..	..
Registration fees.	..	375	375	..	..	..	6. Oils	..	..
Raft fees ..					3	3	7. Oil-seeds	..	..
Miscellaneous ..					..	..	8. Provisions	..	..
							9. Salt	..	..
							10. Sugar	..	..
							11. Tobacco	..	..
							12. Miscellaneous goods ..	..	..
							13. Timber	..	..
							Total, Boat Traffic ..	..	..
							Raft Traffic.		
							14. Timber in logs ..	..	..
							15. Squared timber ..	..	..
							16. Scantlings	..	..
							Total, Raft Traffic ..	..	..
	..	375	375	..	451	451	Grand Total, Boat and Raft Traffic ..	..	..
							GODAVARI CANALS.		
							Boat Traffic.		
							1. Cotton, raw and manufactured	..	..
							2. Woollen goods, raw and manufactured..	..	..
							3. Dyes and tans ..	..	..
							4. Paddy and rice ..	..	..
							5. Other food-grains ..	..	..
Annual license fees ..							6. Hides and skins ..	..	..
Six weeks' license fees ..	..	71,182	71,182	..	73,692	73,692	7. Liquors	..	..
Registration fees.							8. Metals	..	..
							9. Oils	..	..
							10. Oil-seeds	..	..
Wharfage fees ..	..	..	..	..	..	..	11. Provisions	..	..
Demurrage fees.	..	..	..	..	..	..	12. Salt	..	..
Raft fees ..	..	15,274	15,274	..	17,778	17,778	13. Spices	..	..
Miscellaneous ..	..	3,094	3,094	..	2,410	2,410	14. Sugar	..	..
							15. Tobacco	..	..
							16. Building materials ..	..	..
							17. Miscellaneous goods ..	..	..
							18. Timber	..	..
							19. Firewood	..	..
							20. Bamboos	..	..

the Navigable Canals for the year 1901–1902.

Up traffic.		Down traffic.		Total tonnage both ways.		Ton mileage.		Value of goods.		Number of passengers.	
1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.
11	12	13	14	15	16	17	18	19	20	21	22
								RS.	RS.		
..	..	1,406	1,835	1,406	1,835	11,248	18,863	87,298	1,18,407	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	1	..	..	..	1	..	12	..	95	..	..
490	..	..	64	490	64	2,942	386	36,909	4,838	2,744	..
..	..	1	..	1	..	7	..	6	..	..	..
31	25	6	9	37	34	296	275	2,578	2,350	..	..
..	..	11	4	11	4	84	35	342	90	..	..
..	..	13	1	13	1	106	10	47	6	..	..
..	..	4	12	4	12	28	98	24	90	..	..
1	..	..	..	1	..	3	..	210	..	..	..
..	1	..	..	..	1	..	10	..	108	..	..
522	27	1,441	1,925	1,963	1,952	14,714	19,689	1,27,414	1,25,984	2,744	..
..	1	..	..	..	1	..	2	..	400	..	..
52	20	..	2	52	22	104	8	3,412	1,360	..	..
196	2	3	374	199	376	398	822	9,925	18,775	..	..
..	..	22	1	22	1	44	2	18,000	800	..	..
..	..	..	..	..	..	..	..	..	..	..	..
3	3	..	4	3	7	6	10	450	1,050	..	..
..	..	18	..	18	..	36	..	925	..	..	..
6	11	..	..	6	11	12	6	650	1,050	..	..
121	54	..	..	121	54	242	84	4,800	4,240	..	..
6	3	..	..	6	3	12	2	357	195	..	..
..	2	16	15	16	17	32	30	4,800	5,100	..	..
13	20	661	241	674	261	1,348	656	46,877	18,450	..	..
..	..	33	62	33	62	66	114	2,680	4,960	..	..
397	116	753	699	1,150	815	2,300	1,736	92,876	56,380	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
397	* 116	753	* 699	1,150	* 815	2,300	* 1,736	92,876	* 56,380	..	..
447	221	597	721	1,044	942	17,574	5,471	6,66,290	7,44,733	..	..
16	32	30	58	46	90	214	458	69,000	1,35,000	..	..
516	557	953	939	1,469	1,496	11,313	13,184	4,40,775	4,48,800	..	..
96,586	64,196	35,435	28,090	132,021	92,286	2,067,126	2,341,854	44,09,545	44,00,374	..	..
5,315	6,598	9,488	7,854	14,803	14,452	165,431	146,031	7,40,187	12,20,310	..	..
186	142	102	39	288	181	4,640	6,877	2,15,567	1,43,999	..	..
577	89	297	388	874	477	8,653	10,574	3,46,334	1,87,600	..	..
1,273	1,850	905	972	2,178	2,822	37,588	114,945	2,98,866	2,52,375	..	..
1,643	1,928	1,290	1,805	2,933	3,733	34,468	39,163	4,44,838	5,82,051	..	..
3,857	6,253	5,269	8,129	9,126	14,382	159,027	285,412	4,56,485	7,18,564	..	..
13,671	14,985	12,430	6,542	26,101	21,527	271,353	175,135	26,10,218	21,53,865	..	..
6,945	7,562	3,453	5,678	10,398	13,240	177,421	190,228	7,96,216	21,44,569	..	..
206	205	338	176	544	381	3,938	3,454	5,44,667	3,73,417	..	..
4,136	3,602	7,002	3,213	11,138	6,815	228,577	77,849	12,87,153	6,64,108	..	..
3,473	5,433	5,665	9,273	9,138	14,706	191,852	299,917	27,39,207	43,80,648	..	..
16,957	20,680	104,797	98,027	121,754	118,707	2,031,664	1,757,238	1,36,095	1,69,149	..	..
11,821	12,207	10,557	8,900	22,378	21,107	510,675	304,771	11,08,917	8,54,407	..	..
594	1,112	20,106	12,496	20,700	13,608	180,695	145,394	16,55,193	10,81,489	..	..
3,214	3,437	2,863	2,526	6,077	5,963	105,890	549,778	36,582	35,740	..	..
413	219	18,955	16,554	19,369	15,773	180,313	93,023	3,87,958	3,34,792	..	..

* The decrease is due to traffic having been closed from April to June and again from November 1901 to end of March 1902, as there was no water in the canals owing to the breach in the anicut that occurred in 1900.

Form I.—Comparative Return of Traffic carried on

—	Demands.		Collections during the current year.	Balance uncollected.	Previous year.		Nature of cargo.	Traffic crossing the boundary between (a) and (b). Tonnage.	
	Balance from last year.	For current year.			Demands.	Collections.		From (a) to (b) (exports).	Into (b) from (a) (imports).
1	2	3	4	5	6	7	8	9	10
	RS.	RS.	RS.	RS.	RS.	RS.	GODAVARI CANALS—*cont.*		
							Boat Traffic—cont.		
							21. Coal and coke ..	..	..
Fines	..	4	4	..	45	45	22. Jute	..	..
Ground rents ..	..	261	261	..	236	236	23. Treasure	..	..
							Total, Boat Traffic ..	..	..
							Raft Traffic.		
Refunds ..	..	— 7	— 7	..	— 32	— 32	24. Timber in logs ..	..	..
							25. Squared timber ..	..	..
							26. Sleepers, broad guage.	..	..
							27. ,, metre ,,	..	..
							28. Scantlings	..	..
							29. Poles	..	..
							30. Firewood	..	..
							31. Bamboos	..	..
							Total, Raft Traffic ..	..	..
	..	89,808	89,808	..	94,129	94,129	Grand Total, Boat and Raft Traffic ..	..	..
Annual License Fees.							KISTNA CANALS.		
							Boat Traffic.		
Private passenger boats.							1. Cotton, raw and manufactured	..	..
Private cargo boats and steamers.	..	8,342	8,342	..	9,154	9,154	2. Woollen goods, raw and manufactured.	..	..
							3. Dyes and tans ..	..	..
Six weeks' License Fees.							4. Paddy and rice ..	..	..
							5. Other food-grains ..	..	..
							6. Hides and skins ..	..	..
Private boats ..	..	15,455	15,455	..	18,931	18,931	7. Liquors	..	..
Rafts	..	1,632	1,632	..	933	933	8. Metals	..	..
							9. Oils	..	..
Government boats and steamers ..	332	3,596	3,928	..	3,092	2,760	10. Oil-seeds	..	..
							11. Provisions	..	..
Demurrage fees..	..	59	59	..	99	99	12. Salt	..	..
Wharfage fees ..	..	6,952	6,952	..	7,881	7,881	13. Spices	..	..
							14. Sugar	..	..
Registration fees.	..	360	360	..	232	232	15. Tobacco	..	..
							16. Building materials ..	..	..
Numbering fees.	..	10	10	..	58	58	17. Miscellaneous goods ..	..	..
							18. Timber	..	..
Ground rents ..	231	2,157	2,388	..	2,711	2,480	19. Firewood	..	..
							20. Bamboos	..	..
Miscellaneous ..	..	25	25	..	58	58	21. Coal and coke ..	..	..
							22. Jute	..	..
Fines	..	37	37	..	16	16	23. Treasure	..	..
							24. Poles carried in cargo boats	..	..
							Total, Boat Traffic ..	..	..
							Raft Traffic.		
Refunds ..	..	..	..	..	..	..	25. Timber in logs ..	..	..
							26. Squared timber ..	..	..
							27. Sleepers, broad gauge.	..	..
							28. ,, metre ,,	..	..
							29. Scantlings	..	..
							30. Poles	..	..
							31. Firewood	..	..
							32. Bamboos	..	..
							Total, Raft Traffic ..	..	..
	563	38,625	39,188	..	43,165	42,602	Grand Total, Boat and Raft Traffic ..	..	..

the Navigable Canals for the year 1901–1902—*cont.*

Up traffic.		Down traffic.		Total tonnage both ways.		Ton mileage.		Value of goods.		Number of passenger.	
1900-1901.	1901-1902.	1900-1901.	1901-1902.	1900-1901.	1901-1902.	1900-1901.	1901-1902.	1900-1901.	1901-1902.	1900-1901.	1901-1902.
11	12	13	14	15	16	17	18	19	20	21	22
								RS.	RS.		
531	147	338	199	869	346	14,458	1,951	17,558	4,134	..	..
8	..	62	6	70	6	60	..	8,400	720	..	..
5	3	4	35	9	38	137	406	27,24,020	19,46,839	..	..
172,390	151,458	240,937	212,620	413,327	364,078	6,503,067	6,568,113	2,21,40,071	2,29,77,683	355,326	385,492
103	262	45,736	66,627	45,839	66,889	284,214	1,339,279	34,33,282	50,15,761	..	..
213	128	4,127	6,661	4,340	6,789	13,481	26,252	9,40,187	5,43,120	..	.
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
29	..	1,368	1,138	1,397	1,138	5,164	2,759	81,970	68,250	..	..
..	..	5,842	5,760	5,842	5,760	50,413	22,560	2,33,640	2,30,400	..	..
..	..	..	8	..	8	..	56	..	48	..	..
170	87	61,208	72,942	61,378	73,029	304,021	848,322	12,27,632	14,60,525	..	..
515	477	118,281	153,136	118,796	153,613	657,293	2,239,228	59,16,711	73,18,104	..	..
172,905	151,935	359,218	365,756	532,123	517,691	7,160,390	8,807,341	2,80,56,782	3,02,95,787	355,326	385,492
129	259	607	747	736	1,006	45,001	51,898	4,61,613	5,73,644	..	..
20	72	17	79	37	151	942	5,132	65,750	2,82,450	..	..
252	109	335	401	587	510	19,288	20,305	1,76,100	1,52,910	..	..
56,261	37,958	25,580	27,694	81,841	65,652	3,009,354	3,059,446	20,84,083	20,94,564	..	..
2,737	2,611	2,547	3,375	5,284	5,986	241,880	264,278	2,64,200	2,99,301	..	..
110	110	117	46	227	156	9,172	3,920	1,81,600	1,24,268	..	..
30	25	127	203	157	228	7,297	10,033	62,600	91,427	..	..
1,789	1,325	1,134	1,087	2,923	2,412	181,965	158,807	5,84,667	4,82,334	..	..
1,011	382	1,135	888	2,146	1,270	130,800	58,686	3,21,950	1,90,550	..	..
336	332	975	914	1,311	1,246	50,329	35,115	65,550	48,064	..	..
6,464	5,045	2,637	3,197	9,101	8,242	311,998	307,894	9,10,100	8,15,412	..	..
14,214	11,489	1,247	1,769	15,461	13,258	755,148	702,301	12,36,880	10,46,710	..	..
7	51	6	54	13	105	853	3,855	12,800	44,020	..	..
1,262	1,117	442	397	1,704	1,514	73,389	64,689	1,14,480	99,490	..	..
690	1,003	2,220	4,171	2,910	5,174	102,320	170,536	14,33,700	12,96,206	..	..
7,154	3,926	37,200	27,335	44,354	31,261	1,929,557	1,466,409	1,33,062	93,783	..	..
4,740	3,689	4,130	3,917	8,870	7,606	440,351	367,900	12,57,509	11,24,184	..	..
8,160	5,048	3,760	2,542	11,920	7,590	488,245	297,336	9,53,600	4,06,500	..	..
2,715	2,106	448	607	3,163	2,713	81,448	108,144	18,978	16,278	..	..
6,943	3,554	2,871	1,313	9,814	4,867	437,298	204,460	1,94,280	97,348	..	..
88	278	478	453	566	731	16,920	20,472	5,592	8,776	..	..
12	19	6	2	18	21	532	147	2,248	2,480	..	..
4	4	4	129	8	133	379	711	7,05,200	14,88,200	..	..
..	37	..	9	..	46	..	362	..	1,856	..	..
115,128	80,549	88,023	81,329	203,151	161,878	8,344,466	7,382,836	1,12,46,542	1,08,80,835	128,458	127,012
3,588	1,227	1,999	1,234	5,587	2,461	271,429	134,703	4,19,025	1,84,575	..	..
68	377	54	105	122	482	4,621	60,595	9,760	38,560	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..
2,664	1,314	2,110	1,502	4,774	2,816	260,901	116,909	81,620	56,320	..	..
6,320	2,918	4,163	2,841	10,483	5,759	536,951	312,207	5,10,405	2,79,455	..	..
121,448	83,467	92,186	84,170	213,634	167,637	8,881,417	7,695,043	1,17,56,947	1,11,60,290	128,458	127,012

Form I.—Comparative Return of traffic carried on

—	Demands. Balance from last year.	Demands. For current year.	Collections during the current year.	Balance uncollected.	Previous year. Demands.	Previous year. Collections.
1	2	3	4	5	6	7
	RS.	RS.	RS.	RS.	RS.	RS.
SIX WEEKS' LICENSE FEES, WHARFAGE FEES, ETC.						
Private Boats.						
Six weeks' license fees	..	5,253	5,253	..	6,055	6,055
Wharfage fees ..	1,383	12,751	11,081	3,053	14,429	13,046
Demurrage fees on boats ..	..	624	624	..	538	538
Demurrage fees on goods ..	..	4	4	..	5	5
Testing fees ..	..	675	675	..	546	546
GOVERNMENT BOATS.						
Rafts.						
Six weeks' license fees	..	168	168	..	108	108
Wharfage fees ..	..	38	38	..	13	13
Demurrage fees.	..	..	..	..	1	1
Annual License Fees.						
Government boats and steamers ..	..	..	..	..	..	..
Private passenger boats ..	..	26,566	26,566	..	27,790	27,790
Private cargo boats ..	..	20,088	20,088	..	19,014	19,014
Private steam boats ..	..	..	..	..	..	..
Registration fees	24	858	882	..	574	550
Ground rent ..	..	1,907	1,907	..	1,810	1,810
Boat rent ..	..	514	514	..	569	569
Numbering fees.	..	182	182	..	202	202
Miscellaneous ..	..	1,256	1,256	..	932	932
Refunds ..	..	— 149	— 149	..	— 30	— 30
Duplicate license fees	..	32	32	..	30	30
	1,407	70,767	69,121	3,053	72,586	71,179
Rent of boats ..	..	1,042	1,042	..	1,165	1,165
Private boats ..	..	915	915	..	913	913

Nature of cargo.	Traffic crossing the boundary between (a) and (b). Tonnage. From (a) to (b) (exports).	Traffic crossing the boundary between (a) and (b). Tonnage. Into (b) from (a) (imports).
8	9	10
BUCKINGHAM CANAL.		
Boat Traffic.		
1. Cotton, raw and manufactured	..	..
2. Woollen, raw and manufactured ..	..	..
3. Dyes and tans ..	..	..
4. Paddy and rice ..	..	..
5. Other food-grains ..	..	..
6. Hides and skins ..	..	..
7. Liquors	..	..
8. Metals	..	..
9. Oils	..	..
10. Oil-seeds	..	..
11. Provisions	..	..
12. Salt	..	..
13. Sugar	..	..
14. Tobacco	..	..
15. Building materials ..	..	..
16. Miscellaneous goods..	..	..
17. Timber	..	..
18. Firewood	..	..
19. Bamboos	..	..
20. Coal and coke ..	..	..
21. Jute	..	..
22. Indigo	..	..
23. Treasure	..	..
Total, Boat Traffic ..	..	..
Raft Traffic.		
24. Timber in logs ..	..	..
25. Squared timber ..	..	..
26. Bamboos	..	..
Total, Raft Traffic ..	..	..
Grand Total, Boat and Raft Traffic ..	..	..
KURNOOL-CUDDAPAH CANAL.		
Boat Traffic.		
1. Dyes and tans ..	..	149
2. Paddy and rice ..	33	8
3. Other food-grains ..	17	451
4. Oils and oil-seeds ..	14	133
5. Salt	230	..
6. Building materials ..	230	12
7. Miscellaneous goods..	55	113
8. Timber	213	3
9. Fuel	221	423
10. Bamboos	55	..
11. Turmeric	2	12
12. Onions	..	28
13. Jaggery	2	..
Total, Boat Traffic ..	1,072	1,332
VEDARANNIYAM CANAL.		
Boat Traffic.		
1. Salt	3,039	..
Total, Boat Traffic ..	3,039	..

the Navigable Canals for the year 1901–1902—*cont.*

Up traffic.		Down traffic.		Total tonnage, both ways.		Ton mileage.		Value of goods.		Number of passengers.	
1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.
11	12	13	14	15	16	17	18	19	20	21	22
								RS.	RS.		
402	140	173	148	575	288	93,510	20,934	4,21,110	2,65,130	..	..
..	17	..	..	..	17	..	425	..	25,500	..	..
16	..	..	1	16	1	3,120	99	4,800	300	..	..
24,386	32,714	1,157	948	25,543	33,662	3,949,714	5,090,720	9,10,455	11,42,405	..	..
220	99	79	55	299	154	46,831	28,418	14,950	7,700	..	..
5	18	..	..	5	18	125	412	4,000	14,400	..	..
..	..	35	16	35	16	5,538	2,951	14,000	6,400	..	..
22	43	1,490	1,118	1,512	1,161	268,443	201,439	3,02,400	2,32,200	..	..
..	..	793	335	793	335	147,306	50,778	1,18,950	50,250	..	..
134	..	..	..	134	..	25,100	..	6,700	..	..	..
6,499	6,104	2,851	2,303	9,350	8,407	794,338	1,026,811	9,35,000	8,40,700	..	..
7.380	60,933	92	98	7,472	61,031	158,719	922,784	5,97,760	48,82,480	..	..
558	440	..	7	558	447	31,466	32,799	36,270	29,730	..	..
5	9	14	16	19	25	1,757	2,021	5,700	7,500	..	..
34,114	20,157	2,380	2,550	36,494	22,707	1,639,903	1,295,256	1,09,482	68,121	..	..
2,744	3,416	1,153	3,936	3,897	7,352	365,433	438,153	2,06,565	2,61,751	..	..
74	103	1,064	1,152	1,138	1,255	129,775	148,768	91,040	1,00,400	..	..
70,270	63,421	46	..	70,316	63,421	4,727,798	3,412,357	4,21,896	3,80,526	..	..
..	..	42	32	42	32	2,131	1,799	840	640	..	..
652	452	110	26	762	478	29,386	18,499	9,144	5,736	..	..
..	..	..	..	..	..	..	..	..	..	..	..
55	150	..	..	55	150	9,870	28,085	1,54,000	4,20,000	..	..
..	..	..	..	..	..	..	..	..	..	..	..
147,536	188,216	11,479	12,741	159,015	200,957	12,430,263	12,723,508	43,65,162	87,41,869	69,283	50,983
..	1	..	197	..	198	..	..	..	14,850	..	..
..	..	203	21	203	21	..	..	16,240	1,680	..	..
..	..	..	..	..	..	..	..	..	..	..	..
..	1	203	218	203	219	..	..	16,240	16,530	..	..
147,536	188,217	11,682	12,959	159,218	201,176	12,430,263	12,723,508	43,81,402	87,58,399	69,283	50,983
..	..	29	149	29	149	5,017	19,180	2,800	9,150	..	..
43	33	41	8	84	41	4,410	4,015	8,972	5,384	..	..
812	17	2,447	451	3,259	468	196,122	52,392	2,96,634	20,911	..	..
15	14	263	133	278	147	15,409	14,872	31,859	2,705	..	..
148	230	14	..	162	230	8,646	9,721	16,023	20,866	..	..
112	230	262	12	374	242	17,976	24,358	72,388	9,657	..	..
123	55	575	113	698	168	56,629	1,701	40,043	17,721	..	..
38	213	5	3	43	216	3,530	2,407	4,617	6,409	..	..
..	221	..	423	..	644	..	7,033	..	3,429	..	..
..	55	..	..	..	55	..	3,859	..	643	..	..
..	2	..	12	..	14	..	791	..	1,000	..	..
..	..	..	28	..	28	..	672	..	300	..	..
12	2	..	..	12	2	1,400	186	1,234	250	..	..
1,303	1,072	3,636	1,332	4,939	2,404	309,139	141,178	4,74,570	1,07,425	96	97
2,220	3,039	..	..	2,220	3,039	66,600	91,170	1,60,546	2,19,736	..	..
2,220	3,039	..	..	2,220	3,039	66,600	91,170	1,60,546	2,19,736	..	..

Form II.—For all the Navigable Canals of the Madras Presidency.

Summary of Comparative Returns of Traffic on the Chilka Lake, Dumagudem, Gódávari, Kistna, Buckingham, Kurnool-Cuddapah and Védáranniyam Canals for the year 1901–1902.

Canals.	Demands.		Collections.		Total tonnage up and down.		Ton mileage.		Value of goods.		Number of passengers.	
	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.	1900–1901.	1901–1902.
1	2	3	4	5	6	7	8	9	10	11	12	13
	RS.	RS.	RS.	RS.					RS.	RS.		
Chilka Lake Canal	..	..	..	..	1,963	1,952	14,714	19,689	1,27,414	1,25,984	2,744	..
Dumagudem "	451	375	451	375	1,150	815	2,300	1,736	92,876	56,880	..	..
Gódávari Canals	94,129	89,808	94,129	89,808	532,123	517,691	7,160,360	8,807,341	2,80,56,782	3,02,95,787	355,326	3,85,492
Kistna Canals	43,165	39,188	42,602	39,188	213,634	167,637	8,881,417	7,695,043	1,17,56,947	1,11,60,290	1,28,458	1,27,012
Buckingham Canal	72,586	72,174	71,179	69,121	159,218	201,176	12,430,263	12,723,508	43,81,402	87,58,399	69,283	50,983
Kurnool Cuddapah Canal	1,165	1,042	1,165	1,042	14,939	2,404	309,139	141,178	4,74,570	1,07,425	96	97
Védáranniyam Canal	913	915	913	915	2,220	3,039	66,600	91,170	1,60,546	2,19,736	..	..
Total ..	2,12,409	2,03,502	2,10,439	2,00,449	915,247	894,714	28,864,793	29,479,665	4,50,50,537	6,67,24,001	5,67,898	5,63,584

Note.—The "tonnage" and "value of goods" are merely approximations and the latter, especially, is a somewhat rough one, as the nature and quantity of goods carried are in most cases arrived at solely from the statements of the boat syrangs who rarely have any "manifests."

ORDER—No. 1148 I., dated 4th October 1902.

Recorded.

(True Extract.)

(Signed) A. W. SMART, Col., R.E.,
Ag. Joint Secretary to Government,
Irrigation Branch.

Forwarded to the Chief Engineer for Irrigation.
„ „ Superintending Engineers, I, II, III and V Circles.
„ „ Examiner of Public Works Accounts.
„ „ Board of Revenue (Revenue Settlement, Land Records and Agriculture).

(By Order.)

Second Assistant.

Exd. T. K. Narayana Aiyangar.

Stock Form No.
3,000—7-4-02.

Public Works (1902) Department.

CURRENT No. 23. I

From

[Name] W. C. De Morgan Esquire M. I. C. E.

[Designation] Superintending Engineer 1st circle

[Station] Waltair

No. 1705 G

Dated 16 June 1902

Enclosures {Plans / Others 2} Total. 2

Spare copies

Received 18. 6. 1902

Registered 18. 6. 1902

Passed on, by—

Registering Clerk 190 .

U. R. Clerk 190 .

Referencer 190 .

Record Supdt. 190 .

Drafting Officer 190 .

SUBJECT

Traffic Returns for 1901-02 Submits

BACK PAPERS. F. E. I

FURTHER PAPERS.

18/6/02

To

The *Chief Engineer* / *Secretary to Government*, *Public Works Department.*

Sir,

[V. C. P.—No. 243—9-1-1902.—500.]

Superintending Engineer's Office, I Circ

Waltair 13. 6. 1902.
Camp 16

No. 1705 G

FROM

W. C. DeMorgan Esquire M.I.C.E.
SUPERINTENDING ENGINEER,
FIRST CIRCLE.

TO

THE CHIEF ENGINEER,
FOR IRRIGATION.

2. Enclosures.

SIR,

I have the honour to submit herewith the following Traffic returns for 1901–1902.

(1) Comparative return of traffic on the navigable canals for the year 1901–1902.

(2) Statement II D.

Description and quantity of goods &c carried on the principal canals in the I circle for 1901–02

The rest of the statements to accompany the Administration report will follow.

Adm Report

I have the honour to be,

Sir,

Your most obedient Servant,

15.6

W DeMorgan

Superintending Engineer

I circle

14.6.02

CHIEF ENGINEER
FOR IRRIGATION.
18 JUN. 1902
No. 23. I

First

Form I. Comparative Return of traffic carried on the navig

Demands		Collection during the current year	Balance uncollected	Previous year		Nature of cargo	Traffic crossing the boundary between (a) + (b) Tonnage	
Balance from last year	For current year			Demands	Collections		From (a) to (b) Exports	Into (b) from (a) Imports

Rs	Rs	Rs	Rs	Rs	Rs			
						Chilka Lake Canal Boat traffic		
						1 Cotton raw & manufactured		
						2 Woolen goods raw & manufactured		
						3 Dyes and Tans		
						4 Paddy and rice	-	-
						5 other food grains		
						6 Hides and skins		
						7 Liquors		
						8 Metals		
						9 oils		
						10 oil seeds		
						11 Provisions	.	.
						12 Salt	-	-
						13 Spices		
						14 Sugar		
						15 tobacco		
						16 Building materials		
						17 miscellaneous goods		
						18 Timber		
						19 Firewood		
						20 Bamboos		
						21 Coal & coke		
						22 Jute		
						23 Treasure		
						Total Boat traffic	.	.

-	-	1406	1835	1406	1835	11248	18863	87298	118407		
-	1	.	.	.	1	.	12	.	95		
490	-	-	64	490	64	2942	386	36909	4838	2744	
1	-	.	.	1	.	3		210			
-	1				11		10		108		
31	25	6	9	37	34	296	275	2578	2350		
		11	4	11	4	84	35	342	90		
		13	1	13	1	106	10	47	6		
		4 3	12	4 3	12	28	98	24	90		
		1	-	1	-	7	-	6			
522	27	1440 1441	1925	1962	1952 3	14714	19689	127414	125984	2744	.

Dummugudem Canal
Boat traffic.

Tollage & license fees.	1. Cotton raw & manufactured
	2 Woolen goods raw and manufactured
Govt Boats & steamers	3 Dyes and tans
	4 Paddy and rice
	5 other food grains
	6 Hides and Skins
private passenger boats	7 Liquors
	8 Metals
-do- cargo -do	9 Oils
	10 Oil seeds
	11 Provisions
Rafts	12 Salt
	13 Spices
Private Steamers	14 Sugar
	15 Tobacco
Miscellaneous	16 Building materials
	17 Miscellaneous goods
Ferries & Landies	18 Timber
	19 Firewood
	20 Bamboos
Ground rents	21 Coal & coke
	22 Jute
Fines	23 Treasure
Refunds.	Total Boat Traffic.

.	1	.	.	.	1	.	2	.	400
52	20	-	2	52	22	104	8	3412	1360
196	2	3	374	199	376	398	822	9925	18775
		22	1	22	1	44	2	~~1800~~ 18000	800
3	3	.	4	3	7	6	10	450	1050
.	.	18	.	18	.	36	.	925	.
6	11	.	.	6	11	12	6	650	1050
121	54	-	-	121	54	242	84	4800	4240
6	3	.	.	6	3	12	2	357	195
.	2	16	15	16	17	32	30	4800	5100
13	20	661	241	674	261	1348	656	46877	18450
.	.	33	62	33	62	66	114	2680	4960
397	116	753	699	1150	815	2300	1736	92876	56380

N. B:- The decrease is due to traffic being closed from April to end of June & from November 1901 to end of March 1902 as no water was passing through the canal, the water having passed through a breach in the anicut which occurred in 1900.

							Dummugudem Canal (Contd)		
							Raft traffic		
							24 Timber in logs		
							25 Square timber		
							26 Sleepers broad gauge		
							27 do metre do		
							28 Scantlings		
							29 Poles		
							30 Firewood		
							31 Bamboos		
							32 Reeds.		
							Total Raft traffic	-	-
							Grand total boat & raft traffic	-	-
Annual license fees							Godavari canals		
							Boat traffic		
Six weeks							1 Cotton raw & manufactured	-	-
license fees	-	71182	71182	-	73692	73692	2 woolen goods raw & do		
Registration fees							3 Dyes & tans		
							4 Paddy & rice		
Wharfage fees							5 Other food grains		
Demmurrage fees							6 Hides & Skins		
Raft fees		15274	15274		17778	17778.	7 Liquors		
Mis		2903	2903		2410	2410	8 Metals		
Fines		4	4		45	45	9 Oils		
Ground rents		261	261		236	236	10 Oil seeds		
Refunds		-7	-7		-32	-32	11 Provisions		
							12 Salt		
							13 Spices		
							14 Sugar		
							15 Tobacco		
							16 Building materials		
							17 Miscellaneous goods		
							18 Timber		
C.6		89617	89617		94129	94129.	C.6		

-	-	-	-	-	-	-	-	-	-	-	-
397	116	753	699	1150	815	2300	1736	92876	56380	-	-
447	221	597	721	1044	942	17574	5471	666290	744733		
16	32	30	58	46	90	214	458	69000	135000		
516	557	953	939	1469	1496	11313	13184	440795	448800		
96586	64196	35435	28090	132021	92286	2067126	2341854	4409545	4400374		
5315	6598	9488	7854	14804	14452	165431	146031	740187	1220310		
186	142	102	39	288	181	4640	6877	215567	143999		
577	89	297	388	874	477	8653	10574	346334	187600		
1273	1850	905	972	2178	2822	37588	114945	298866	252375		
1643	1928	1290	1805	2933	3733	34468	39163	444838	582051		
3857	6253	5269	8129	9126	14382	159027	285412	456485	718564		
13671	14985	12430	6542	26101	21527	371353	175135	2610218	2153865		
6945	7562	3453	5678	10398	13240	177421	190228	796216	2144569		
206	205	338	176	544	381	3938	3454	544667	373417		
4136	3602	7002	3213	11138	6815	228577	77849	1287153	664108		
3473	5433	5665	9273	9138	14706	191852	2999172	2739207	4380648		
76957	20680	104797	98027	121754	118707	2031664	1757238	136095	169149		
11821	12207	10557	8900	22378	21107	510675	304771	1108917	854407		
594	1112	20106	12496	20700	13608	180695	145394	1655193	1081489		
168219	147652	218714	193300	386934	340952	6202209	5417855	18965553	20655458		

89617	89617	94129	94129.		B.7
				19 Firewood	
				20 Bamboos	
				21 Coal & coke	
				22 Jute	
				23 Treasure	
89617	89617	94129	94129.	Total Boat traffic	
				Raft traffic	
				24 Timber in logs	
				25 Squared timber	
				26 Sleepers broad gauge	
				27 do metre do	
				28 Scantlings	
				29 Poles	
				30 Firewood	
				31 Bamboos	
				Total raft traffic	
89617	89617	94129	94129.	Grand total Boat & raft traffic	

168219	147652	218714	193300	386934	340952	6202209	5417855	18965553	20655458		
3214	3437	2863	2526	6077	5963	105890	549778	36582	35740		
413	219	18956	16554	19369	16773	180313	98023	387958	334792		
531	147	338	199	869	346	14458	1951	17558	4134		
8	-	62	6	70	6	60	-	8400	720		
5	3	4	35	9	38	137	406	2724020	1946839		
172390	151458	240937	212620	413328	364078	6503067	6068013 (6568113)	22140071	22977683	355326	385492
103	262	45736	66627	45839	66889	284214	1339279	3433282	5015761		
213	128	4127	6661	4340	6789	13481	26252	940187	543120		
.	.	-	-	.	.	.	.	.	.		
.	.	-	.	.	.	.	.	.	.		
29	-	1368	1138	1397	1138	5164	2759	81970	68250		
-	-	5842	5760	5842	5760	50413	22560	~~23364~~ (233640)	230400		
-	-	-	8	-	8	-	56	-	48		
120	87	61208	72942	61378	73029	304024	848322	1227632	1460525		
515	477	118281	153136	118796	153613	657293	2239228	5916711	7318104		
172905	151935	359218	365756	532123	517691	7160360	8307241 (8807241)	2805678 (28056782)	30295797	355326	385492

[illegible]

Superintending Engineer
I circle.

[illegible]
14.6.02

…ircle

…able canals for the year 1901–1902.

…p traffic		Down traffic		Total tonnage both ways		Ton mileage		Value of goods.		Number of passengers		
…00–…01	1901–1902	1900–1901	1901–1902	1900–1901	1901–1902	1900–1901	1901–1902	1900–1901	1901–1902	1900–1901	1901–1902	
								Rs	Rs			

CHIEF ENGINEER
FOR IRRIGATION.
18 JUN. 1902
No. 23 · I
2

Public Works (1902) Department

IRRIGATION BRANCH.

ISSUE No. 12-I

To

The Supg Engr I Circle

(Reply to letter No. , dated)

Dated 14. 7. 02

Despatched 16 7. 02

Enclosures *

* Particulars of Enclosures.

SUBJECT.

Comparative Return of traffic on the navigable canals in the Godavari Delta. Pointing out certain discrepancy(ies) in the—

E. I. Form No. 13—4,000— 9-3-02.

BACK PAPERS.

No.	Date.
R 23-P/02	

Sent to Government with No. I.,
dated 190 .

Printed with G.O., No. I.,
dated 190 .

REMINDERS ISSUED.

No. 1, dated 190 .
" 2 "
" 3 "
" 4 "
" 5 "

KEEP-WITHS.

FURTHER PAPERS.

No.	Date.

The Supdg. Engr. I Circle.

Memo No 12. I

With reference to the Comparative return of traffic on the navigable canals in the Godaveri Delta for the year 1901-02 received with his letter No 1705 G d/ 13th June 1902, the Supg: Engineer, 1st Circle is informed that the total ton mileage during 1901-02 pertaining to boat traffic on the Godaveri Canals is 6,56,8113 and not 6,068,013 and the value of poles carried through the same Canals by rafts during 1900-01 should be Rs 2,33,640 and not Rs 23,364 as shown in the statement. The necessary corrections have been made in the return.

[signature]
14/7/02

To,

The Supg: Engr., I circle.

[initials] 14/7/02

R173K8/02

[E.I./5] 4,000—22-11-00.

Public Works (1902) Department

(IRRIGATION BRANCH.)

CURRENT No. 173 KS.

From

[*Name*]

[*Designation*] The Supdg Engineer, 2nd Circle

[*Station*]

No. 92. I.

Dated 29. 5. 1902.

Enclosures { *Plans* / *Others* } *Total*

Spare copies

Received 31. 5. 1902.

Registered 2. 6. 1902

SUBJECT.

Comp: return of traffic carried out on the navigable canals of the Kistna Delta during 1901-02 — submitting

BACK PAPERS. F. E. I.

FURTHER PAPERS.

IVP Compile

2/6/02

Form I. Comparative Return of Traffic carried on the Navigable Canals in Kistna Delta for 1901-1902.

	Demands: Balance from last year	Demands: For current year	Collections during the current year	Balance uncollected	Previous year: Demands	Previous year: Collections	Nature of Cargo	Traffic crossing the boundary between (a) & (b): Tonnage from A & B Exports	Traffic crossing the boundary between (a) & (b): Tonnage into (b) from (a) Imports	Up traffic 1900-01	Up traffic 1901-02	Down traffic 1900-01	Down traffic 1901-02	Total tonnage both ways 1900-01	Total tonnage both ways 1901-02	Ton mileage 1900-01	Ton mileage 1901-02	Value of goods 1900-01	Value of goods 1901-02	No. of passengers 1900-01	No. of passengers 1901-02
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Annual license fees.							Kistna Canals														
							Boat Traffic														
Private passenger boats							1 Cotton raw +														
Private Cargo boats +	.	8640	8640	.	9154	9154	manufactured			…9	259	607	747	736	1006	45001	51898	461613	573644		
Steamers.							2 Woollen goods - do.			[illegible]	72	17	79	37	151	942	5132	65750	282450		
							3. Dyes + tans			…2	109	335	401	587	510	19288	20305	176100	152910		
Excise license fees.							4 Paddy + rice			56…1	37958	25580	27694	81841	65652	3009354	3059446	2084083	2094564		
Private boats		15455	15455		18931	18931	5 Other food grains			…37	2611	2547	3375	5284	5986	241880	264278	264200	299301		
Rafts.		1632	1632		933	933	6. Hides + Skins.			…10	110	117	46	227	156	9172	3920	181600	124268		
Government boats							7 Liquors			30	25	127	203	157	228	7297	10033	62600	91427		
+ Steamers.	332	3596	3928		3092	2760	8 metals			…89	1325	1134	1087	2923	2412	181965	158807	584667	482334		
Demurrage fees		59	59		99	99	9 oils			…11	382	1135	888	2146	1270	130800	58686	321950	190550		
Wharfage fees		6952	6952		7881	7881	10 Oil seeds			…36	332	975	914	1311	1246	50329	35115	65550	48064		
Registration fees.		360	360		232	232	11 Provisions			6…64	5045	2637	3197	9101	8242	311998	307894	910100	815412		
Numbering fees		10	10		58	58	12 Salt			14…14	11489	1247	1769	15461	13258	765148	702301	1236880	1046790		
Ground rents	231	2157	2388		2711	2480	13 Spices			7	5	6	54	13	105	853	3855	12800	44020		
Miscellaneous		25	25		58	58	14 Sugar Jaggery			1…2	1117	442	397	1704	1514	73389	64689	114480	99490		
Fines		37	37		16	16	15. Tobacco			…90	1003	2220	4171	2910	5174	102320	170536	1433700	1296206		
							16 Building materials			7…54	3926	37200	27335	44354	31261	1929557	1466409	133062	93783		
							17 Miscellaneous goods			4740	3689	4130	3917	8870	7606	440351	367900	1257509	1124184		
							18 Timber			8160	5048	3760	2542	11920	7590	488245	297336	953600	406500		
							19 Firewood			2715	2106	448	607	3163	2713	81448	108144	18978	16278		
							20 Bamboos			6943	3554	2871	1313	9814	4867	437298	204460	194280	97348		
							21 Coal + Coke			88	278	478	453	566	731	16920	20472	5592	8776		
							22 Jute.			12	19	6	2	18	21	532	147	2248	2480		
							23 Treasure.			4	4	4	129	8	133	379	711	705200	1488200		
							Poles carried in cargo boats				37	.	9	-	46	.	362	-	1856		
							Total Boat Traffic	.	..	115128	80549 (80503)	88023	81329	203151	161878	8344466	7382836	11246542	10880835	128458	127…
							Raft Traffic -														
							24 Timber in logs			3588	1227	1999	1234	5587	2461	271429	134703	419025	184575		
							25. Squared Timber			68	377	54	105	122	482	4621	60595	9760	38560		
							26 Sleepers broad gauge														
							27 - do - metre.														
							28 Scantlings														
							29 Poles.														
							30 Firewood.														
							31 Bamboos.			2664	1314	2110	1502	4774	2816	260901	116909	81620	56320		
							32 Reeds.														
							Total Raft Traffic			6320	2918	4163	2841	10483	5759	536951	312207	510405	279485		
	563	38923	39486	-	43165	42602	Grand total of Boat + raft traffic			121448	83467 (83421)	92186	84170	213634	167637	8881417	7695043	11756947	11160290	128458	12…

N.B. The decrease in traffic over last year is due to early closure of Eastern Delta Canals & Western Delta Bank canal during the y

No. 929 dated 29th May/02.
Forwarded to the Chief Engineer for Irrigation, Madras-

CHIEF ENGINEER
FOR IRRIGATION.
2 - JUN. 1902
No. 173. U.S.

No: 929 dated 29-5-02

Second Circle.

Comparative Return of Traffic carried out on the navigable canals of the Kistna Delta [illegible]

Public Works (1902) Department

IRRIGATION BRANCH.

ISSUE No. D/134 KS

To

The Supg Engr II Circle

(Reply to letter No. , dated)

Dated 14 } 7. 02
Despatched 16 }
Enclosures *

* Particulars of Enclosures.

SUBJECT.

Comparative return of traffic on the navigable Canals in the Kistna delta Pointing out certain discrepancies

E. I. Form No. 13—4,000— 9-3-02.

BACK PAPERS.

No.	Date.
R178K8/02	

Sent to Government with No. I.,

dated 190 .

Printed with G.O., No. I.,

dated 190 .

REMINDERS ISSUED.

No. 1, dated 190 .

" 2 "

" 3 "

" 4 "

" 5 "

KEEP-WITHS.

FURTHER PAPERS.

No.	Date.

20 134 K S

Memo

With reference to his endorsement No. 92. I, dt 29th May 1902, forwarding the Comparative return of traffic on the navigable Canals in the Kistna delta for the year 1901-02, the Supg: Engineer, II circle is informed that the total up-traffic during 1901-02 pertaining to boats, ~~Kistna Canals should be Rs~~ is 80,503 and not Rs 80,549 as shown in the statement. The necessary corrections has been made in the return

14/7/02

To,
The Supg: Engr., II circle.

14/7/02

Ch173KS/02

Public Works (1902) Department.

CURRENT No.

From (Name) Dt. P.W. Council

(Designation) Superintending Engineer, E Circle

No. 1483

Dated 22nd July 1902

SUBJECT

Comparative returns of traffic on the navigable canals in Kistna Delta for the year 1901-02 —

Explaining the difference in the total of the traffic in both and necessary details —

BACK PAPERS

FURTHER PAPERS

No 134 K.S.

Memo

With reference to his endorsement No 921 of 19th May 1902 forwarding the Comparative Returns of traffic on the navigable canals in the Kistna delta for the year 1901-02, the Supdg. Engineer, E Circle is informed that the total up-traffic during 1901-02 pertaining to Cocanada canal should be 80503 and not 80549 as shown in the statement. The necessary correction has been made in the returns.

14/7/02

To
The Supdg. Engr., E. Circle.

14/7/02

3,000—20-5-01.

Public Works (1902) Department.

CURRENT No. 205. Ks.

From

[*Name*] H. H. O'Connell Esquire

[*Designation*] Superintending Engineer II Circle

[*Station*] Bezwada

No. 1489

Dated 22nd July 1902

Enclosures {*Plans* / *Others* 1} *Total* 1

Spare copies

Received 24. 7. 1902.

Registered 24. 7. 1902.

SUBJECT.

Comparative return of traffic on the navigable canals in Kistna Delta for the year 1901-02.—

Explaining the difference in the total of up traffic in — with necessary details.—

BACK PAPERS. Papers

9134 Ks/02

FURTHER PAPERS.

with R 3II/02
with FED

24.7.02

Public Works (1902) Department.

To

The Chief Engineer / Secretary to Government, Public Works Department.

Sir,

Superintending Engineer's Office, II Circle,

BEZWADA, 22nd July 1902

No. 1489

From

Hugh O'Connell Esquire,

SUPERINTENDING ENGINEER,

II CIRCLE,

To

THE Chief Engineer
for Irrigation

SIR,

Enclosures. 1

With reference to your memo No. $\frac{II}{134 Ko}$ of 14th July 1902, I have the honour to inform you that the total of "uptraffic" during 1901-02 as per this office copy comes to 80549 and the details making up the total are given in the accompanying extract.

2. The difference of 46 is apparently due to a clerical error in copying and it is supposed that the up traffic for item 13 was copied as 5 instead of 51.

I have the honour to be,
Sir
Your most obedt Servant
Hugh O'Connell
Superintending Engineer,
II Circle.

21/7/02

CHIEF ENGINEER
FOR IRRIGATION.
24 JUL. 1902
No. 205 Ro

Extract from the Comparative returns of traffic on the navigable canals in the Kistna Delta for the year 1901-02, shewing "up traffic" during 1901-02 pertaining to boats.

Nature of Cargo.	Up traffic 1900-01	Up traffic 1901-02
Kistna Canal.		
Boat Traffic.		
1 Cotton raw & manufactured		259
2 Woolen goods - do -		72
3. Dyes & Tans		109
4. Paddy & rice		37958
5. Other food grains		2611
6 Hides & Skins		110
7 Liquors		25
8 Metals		1325
9 Oils		382
10 Oil seeds		332
11 Provisions		5045
12. Salt		11489
13 Spices		51
14 Sugar Jaggery		1117
15 Tobacco		1003
16 Building materials		3926
17 Miscellaneous goods		3689
18 Timber		5048
19 Firewood		2106
20 Bamboos		3554
21 Coal & Coke.		278
22 Jute		19
23 Treasure		4
24 Poles carried in Cargo boats		37
Total Boat Traffic		80549

[initials] 18/7/02

CHIEF ENGINEER
FOR IRRIGATION.
24 JUL. 1902
No. 205 Ks / 1

[E. I. / .5] 4,000—19-3-02.

Public Works (1902) Department

(IRRIGATION BRANCH.)

CURRENT No. 13 . KC

From

[Name]

[Designation] The Supdg Engr 3rd Circle

[Station]

No. 1714. I

Dated 17. 5. 1902

Enclosures {*Plans* / *Others*} *Total*

Spare copies

Received 21. 5. 1902

Registered 21. 5. 1902

SUBJECT.

Traffic Return of the K. C. canal for the year ending 31. 3. 02 — subg for information

BACK PAPERS. J. E. I.

FURTHER PAPERS.

21.5.02

SUPERINTENDING ENGINEER
Regr. No. 272
12 MAY 02
III. CIRCLE, BELLARY, P.W.D.

No 2826

No 1714 d
17.5.02

Submitted to the Chief Engineer for Irrigation for information.

[signature]
15. [illegible] Col R.E.
for Superintending Engineer III^d Circle
[initials]
13.5.02

From,

The Executive Engineer
Kurnool Dn.

To,

The Superintending Engineer
III Circle
Bellary

Kurnool.
Dated 10th May 1902

Traffic Return of the Kurnool Cuddapah Canal for the year Ending 31st March 1902

Comparative return of traffic carried on the Kurnool Cuddapah Canal for the year ending 31st March 1902.

Balance from last year.	Demands. From current year.	Collection during current year.	Balance uncollected.	Previous Year. Demands.	Previous Year. Collections.	Nature of cargo.	Traffic crossing the boundary between (a) and (b). Tonnage. From (a) to (b) exports.	Into (b) from (a) Imports.	Up Traffic. 1900-1901.	Up Traffic. 1901-1902.	Down Traffic. 1900-1901.	Down Traffic. 1901-1902.	Total Tonnage both ways. 1900-1901.	Total Tonnage both ways. 1901-1902.	Ton-Mileage. 1900-1901.	Ton-Mileage. 1901-1902.	Value of goods. 1900-1901.	Value of goods. 1901-1902.	Number of passengers. 1900-1901.	Number of passengers. 1901-1902.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
							Rice	33	8 1/2	42 1/2	33	41	8 1/2	83 1/2	41 1/2	4410	4015	8972	5384		
							Other food grains	17	450 3/4	812 1/4	17	2447	450 3/4	3259 1/4	467 3/4	196122	52392	296634	29911		
							Oil and oil Seeds	14 1/4	133	15 1/2	14 1/4	263 1/4	133	278 3/4	147 1/4	15409	14872 1/2	31859	2765		
							Salt	229 7/12	"	147 3/4	229 7/12	13 7/12	—	161 1/3	229 7/12	8646	9721	16023	20866		
							Building Materials	230 1/2	12	112 1/4	230 1/2	262	12	374 1/4	242 1/2	17976 3/4	24358	72388	9657		
							Miscellaneous Goods	54 3/4	113	122 3/4	54 3/4	575 1/4	113	698	167 3/4	56629 1/2	1700 3/4	40043	17721		
							Timber	213	3	38	213	4 3/4	3	42 3/4	216	3530	2407	4617	6409		
							Dyes & Tans	—	149	"	—	29	149	29	149	5017	19180	2800	9150	96	97
							Jagerry	2	"	12	2	—	—	12	2	1400	186	1234	250		
							Turmaric	2	12	"	2	—	12	"	14	"	791	"	1000		
							Onions	—	28	"	—	—	28	"	28	"	672	"	300		
							Fuel	221	423	"	221	—	423	"	644	"	7033	"	3429		
							Bamboos	55	"	"	55	—	"	"	55	"	3850	"	648		
								1072 1/2	1332 1/4	1303	1072 1/2	3635 5/6	1332 1/4	4938 1/6	2404 1/3	309139 1/4	141178 1/4	474,570	107425	96	97

K. C. P. 714—25-10-1901—100 D. P. W.

Kurnool
10 May 1902

8-5-02

C. W. Wood
Executive Engineer,
Kurnool Division

CHIEF ENGINEER
FOR IRRIGATION.

21 MAY. 1902

No. 13 K C

10,000—7-10-01.

Public Works (1902) Department.

CURRENT No. 121. I. J.

From

[Name] C. J. Ussher Esquire

[Designation] Offg. Supdg. Engineer, 5 Circle,

[Station] Madras

No. 253 E.I.

Dated 30th June 1902

Enclosures { Plans / Others } Total.

Spare copies

Received 1. 7. 1902

Registered 1. 7. 1902

Passed on, by

Registering Clerk 190 .

U. R. Clerk 190 .

Referencer 190 .

Record Supdt. 190 .

Drafting Officer 190 .

SUBJECT.

Statement of traffic on the Vedaraniem Canal for the year 1901-02 – Submits

BACK PAPERS. F.E.I.

FURTHER PAPERS.

1-7-02

To

The Chief Engineer / Secretary to Government, Public Works Department.

Sir,

V circle

Negapatam Division

Comparative statement of Traffic carried on in the Vedaraniam Canal for the year 1901.02.

Demands				Previous year			Traffic crossing the boundary between Vedaraniam & Negapatam		Up traffic to North		Down traffic to South		Total Tonnage both ways		Ton mileage		Value of goods		No. of passengers		
... from previous year	For the current year	Collection during the current year	Balance collected	Demand	Collection	Nature of cargo	From Vedaraniam to Negapatam exported	From Negapatam to Vedaraniam imported	1900-01	1901-02	1900-01	1901-02	1900-01	1901-02	1900-01	1901-02	1900.01	1901-02	1900-01	1901-02	Remarks
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
							TONS		TONS	TONS											
-	888	888	-	865	865	Salt	3039	-	2220	3039	-	-	2220	3039	66600	91170	160546	219736	Not known		This is the only traffic for which figures are available.

(Signed) T.T. Raghavachariar
Offg. Ex: Engineer.

No. 253 E.I. dated 30th June 1902

Copy to the Chief Engineer for Irrigation.

[signature]

[initials] 26.6.02

Offg. Supdg. Engineer. 5th Circle

CHIEF ENGINEER
FOR IRRIGATION
1 JUL 1902
No. 121. 99

10,000—7-10-01.

Public Works (1902) Department.

CURRENT No. 84. C.N.

From

[Name] C. J. Ussher Esquire

[Designation] Offg: Suptg: Engineer, 5 Circle,

[Station] Madras

No. 260 E.I.

Dated 7 July 1902.
Sept 8

Enclosures { Plans — / Others 9 } Total, 9

Spare copies

Received 8. 7 1902.

Registered 8. 7 1902

Passed on, by

Registering Clerk 190 .

U. R. Clerk 190 .

Referencer 190 .

Record Supdt. 190 .

Drafting Officer 190 .

SUBJECT.

Traffic Returns of the Buckingham Canal, Chingleput Division for the year 1901–02 – Forwards –

BACK PAPERS. F.E.I.

FURTHER PAPERS.

8/7/02

8/7

To

The ~~Secretary to Government~~ Chief Engineer, ~~Public Works Department.~~ for Irrigation

Sir,

I have the honour to forward herewith the Traffic Returns of the Buckingham canal, Chingleput Division, for the year 1901-02.

Enclosures: 9.

1. Statement of Receipts of the B. canal.
1. -do- Traffic on the canal. I.D
1. -do- Description & quantity of goods carried on the canal II.D.
1. Comparative statement of Traffic on the canal.
1. Statement of articles classed as "Miscellaneous" in the statement of Traffic.
1. -do- as "Building materials" -do-
1. -do- names of "Food grains" classed as "other food grains" -do-
1. -do- of Rafts on the canal.
1. -do- of offences committed by boats on the canal & punishment inflicted.

I have the honour to be,

Sir

your most obedient servant,

[signature] 5/7/02

Offg Supdg Engineer

V circle.

[initials] 4/7/02

Comparative Return of Traffic on the Buckingham Canal for the year 1901-1902.

	Demands: Balance from last year	Demands: For current year	Collections during the current year	Balance uncollected	Previous year: Demands	Previous year: Collections
Annual License fees						
Private cargo boats	.	20088	20088	.	19014	19014
do Passenger boats		26566	26566	.	27790	27790
Duplicate License fees		32	32	.	30	30
Six Weeks License fees Private boats		5253	5253	.	6055	6055
Rafts.						
Six Weeks License fees		168	168		108	108
Wharfage fees		38	38		13	13
Demurrage fees		.	.		1	1
Wharfage fees on boats	1383	1670 / 11081	11081	3053	14429	1184 / 11858
Demurrage fees do		624	624	~~538~~	538	538
do on goods		4	4		5	5
Testing fees		675	675		546	546
Registration fees: Steam boats, Private boats, Pleasure boats	24	858	882		24 / 550	550
Ground rent		1907	1907		1810	1810
Boat rent		514	514		569	569
Fees for numbering boats		182	182		202	202
Miscellaneous		1256	1256		932	932
Refunds		-149	-149		-30	-30
Total	1407	70767	69121	3053	72586	1188 / 69991 / 71179

Nature of Cargo	Traffic crossing the boundary between		Up Traffic 1900-1901	Up Traffic 1901-1902	Down Traffic 1900-1901	Down Traffic 1901-1902	Total tonnage both ways 1900-1901	Total tonnage both ways 1901-1902	Ton-Mileage 1900-1901	Ton-Mileage 1901-1902	Value of cargo Rs 1900-1901	Value of cargo Rs 1901-1902	No. of Passengers		Remarks
Boat Traffic															
1. Cotton, raw, unpressed			5	.	2	9	7	9	1365	1755	490	630			
do pressed			320	.	1	.	321	.	62204	.	134820	.			
do Piece Goods Europe pressed			.	.	170	139	170	139	27136	12999	255000	208500			
do Country in unpressed package			77	140	.	.	77	140	2805	6180	30800	56000			
Wool Goods Country			.	17	.	.	.	17	.	425	.	25500			
2. Dyes and Tans			16	.	.	1	16	1	3120	99	4800	300			
3. Rice			3651	3314	468	473	4119	3787	454419	380808	267735	246155			
Paddy in husks			20735	29400	689	475	21424	29875	3495295	4709912	642720	896250			
4. Other food grains			220	99	79	55	299	154	46831	28418	14950	7700			
5. Hides and Skins			5	18	.	.	5	18	125	412	4000	14400			
6. Liquors			.	.	35	16	35	16	5538	2951	14000	6400			
7. Metals			22	43	1490	1118	1512	1161	268443	201439	302400	232200			
8. Oils			.	.	793	335	793	335	147306	50778	118950	50250			
9. Oilseeds			134	.	.	.	134	.	25100	-	6700	.			
10. Provisions			6499	6104	2851	2303	9350	8407	794338	1026811	935000	840700			
11. Salt			7380	60933	92	98	7472	61031	158719	922784	5977[illegible]	4882480			
12. Sugar			.	.	.	5	.	5	.	843	.	1000			
Jaggery			558	440	.	2	558	442	31466	31956	3627[illegible]	28730			
13. Tobacco			5	9	14	16	19	25	1757	2021	5700	7500			
14. Building Material			36114	20157	2380	2550	36494	22707	1639903	1295256	109482	68121			
15. Miscellaneous Goods			2764	3416	1153	3936	3897	7352	365433	438153	20666	261751			
16. Timber. Teak			74	103	1064	1152	1138	1255	129775	148768	910[illegible]	100400			
do Country			.	.	.	.	.	.	.	.	.	.			
17. Firewood			70270	63421	46	.	70316	63421	427798	3412357	4218[illegible]6	380526			
18. Bamboos			.	.	42	32	42	32	2131	1799	840	640			
19. Coal			652	452	110	26	762	478	29386	18499	91[illegible]	5736			
20. Jute			.	.	.	.	.	.	-	.	.	.			
21. Treasure			.	.	.	.	.	.	-	.	-	-			
22. Indigo			55	150	.	.	55	150	3870	28085	154000	420000			
Total Boat Traffic			147536	188216	11479	12741	159015	200957	12430263	12723508	4365162	8741869	69283	50983	
Raft Traffic															
Squared Timber			.	.	203	21	203	21	.	.	16240	1680			
Timber in logs			.	1	.	197	.	198	.	.	.	14850			
Bamboos			.	.	.	.	.	.	.	.	.	.			
Total Raft Traffic			.	1	203	218	203	219	.	.	16240	16530			
Total Boat and Raft Traffic			147536	188217	11682	12959	159218	201176	12430263	12723508	4381402	8758399	69283	50983	

Madras

To

The Superintending Engineer
V circle

C. T. [illegible]
23/5

Asst. Engineer in charge
Chingleput Dn.

Rg
21/5/02

Superintending Engineer's Office, [illegible] Circle, P.W.D., Madras.
6/5/92
[illegible] 1892

N 84 CN/102
21

No. 240

Government of Madras.

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH,

Madras, 14th July 1902.

OFFICE NOTE.

Enclos.

From E. 9

To C

Please have the figures representing receipts in cols 2 to 7 of the accompanying statement verified and the statement returned to this office at an early date.

(Sd) A. W. S.
14/7/02

Despd 16 7 02

[Irrign. Form No. 22. 2,000—19-3-02.]

10,000—7-10-01.

Public Works (1902) Department.

CURRENT No. 171

From

[*Name*] C. R. T. Balston Esq.

[*Designation*] Examiner of P. W. Accounts, Madras & Coorg

[*Station*] Madras.

No. 3121 B/BK

Dated 22nd July 1902

Enclosures { *Plans* / *Others* 1 } *Total.* 1

Spare copies

Received 23. 7. 1902

Registered 23. 7. 1902

Passed on, by

Registering Clerk 190 .

U. R. Clerk 190 .

Referencer 190 .

Record Supdt. 190 .

Drafting Officer 190 .

SUBJECT.

Traffic Statement for 1901-1902.

Returns the ---------- with remarks.

BACK PAPERS.

9240/02

F. E. S.

with R 311/02

FURTHER PAPERS.

with F.S.

23/7/02

CHIEF ENGINEER
FOR IRRIGATION.
25 JUL. 1902
No.........................

To

The ~~Secretary to Government~~ Chief Engineer, Public Works Department.
Irrigation Branch.

Sir,

Your O.N. No.240 dated 14th July 1902.

The only figures susceptible of verification by this office are the totals of columns 4 and 7 of Form I, and columns 4 and 5 of Form II.

2. In these columns the following differences are noticed, but the causes are not known.

Form I Column 4.

System.	As per statement	As per Accounts of this office.	Difference.
umagudum Canal. ------------	-	375	375
odavery Canals. ------------	89617	89808	191
istna -----do---- ---------	39486	39188	298
urnool-Cuddapah Canal. -----	-	1042	1042
edaranniyam Canal. --------	888	915	27
Form I Column 7			
edaranniyam Canal. --------	865	913	48

Instructions to Pres[s]
This need not be printed -
[initials]

[signature]

For C.

[initials] 22.7.02.

N.A.

Public Works (1902) Department

IRRIGATION BRANCH.

ISSUE No. 27-G

To

The SEs, I, II, III & V.

(Reply to letter No. , dated)

Dated 12-8-02

Despatched 13-8-02

Enclosures * 1 Statt

* Particulars of Enclosures.

SUBJECT.

Traffic Statement for 1901-02.
SEs concerned are requested to explain at a very early date the cause of decrease in the receipts from traffic in certain Canals noted within, as well as the variations noticed under the heads "Ton-mileage" and "value of goods" between the two years shewn in the accompanying Statt.

E. I. Form No. 13—4,000— 9-3-02.

BACK PAPERS.

No.	Date.

Sent to Government with No. I.,
dated 190 .
Printed with G.O., No. I.,
dated 190 .

REMINDERS ISSUED.

No. 1, dated 29. 8 1902. 1, 2 + 5 [illegible]
" 2 " 9. 9. 02 [illegible]
" 3 "
" 4 "
" 5 "

KEEP-WITHS.

FURTHER PAPERS.

No.	Date.
R17KC	25-8-02
A6BC	6-9-02

Canals	Collections during			Ton mileage during			Value of goods during			Remarks.
	1900-01	1901-02	Difference	1900-01	1901-02	Difference	1900-01	1901-02	Difference	
1	2	3	4	5	6	7	8	9	10	11
	Rs	Rs	Rs				Rs	Rs	Rs	
Godavari Canals	94,129	89,808	- 4,321	7,160,360	8,807,341	+ 1,646,981	28,056,782	30,295,787	+ 2,239,005	
Kistna "	42,602	39,188	- 3,414	8,881,417	7,695,043	- 1,186,374	11,756,947	11,160,290	- 596,657	
Buckingham "	71,179	69,121	- 2,058	12,430,263	12,723,508	+ 293,245	4,381,402	8,758,399	+ 4,376,997	
Kurnool-Cuddapah "	1,165	1,042	- 123	309,139	141,178	- 167,961	474,570	107,425	- 367,145	—

Initials 12/8/02

Memo.

The undersigned has the honour to observe that the receipts from the marginally noted canals during 1901-02 compared with those in the preceding year show a decrease as will be seen from the accompanying statement. It is requested that the Supt. Engineer concerned be so good as to explain at a very early date the cause of this decrease as well as variations noticed under heads "Irrigation" and "Sale of produce" between the two years shown in the above statement.

Godavari Canal
Kistna Canals
Kurnool-Cuddapah Canal
[illegible] Canal

	1900-01	1901-02	Difference	1900-01	1901-02	Difference
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

The Supt. Engr. I, II, III & IV Circles

Urgent

No 27 G. d/ 12. 8 02

Enl 01

Memo.

1. Godavari Canals.
2. Kistna Canals
3. Kurnool-Cuddapah Canal
4. Buckingham Canal.

The undersigned has the honour to observe that the receipts from traffic on the marginally noted Canals during 1901-02 compared with those in the preceding year shew a decrease as will be seen from the accompanying statement. It is requested that the Supg Engineers concerned will be so good as to explain at a very early date the cause of this decrease as well as the variations noticed under the heads "Ton-mileage" and "value of goods" ~~between the~~ between the two years shewn in the above statement.

[signature]
12/8/02

To
The Supg Engrs I, II & III & V, Circles.

[initials] 12/8/02

Public Works (150 A) Department

(IRRIGATION BRANCH)

CURRENT No.

Memo.

1 Godavari Canal.
2 Kistna Canal
3 Kurnool-Cuddapah Canal
4 Buckingham Canal

The undersigned has the hon[our] to observe that the receipt from traffic on the marginally noted Canals during 1901-02 compared with those in the preceding year shows a decrease as will be seen from the accompanying statement. It is requested that the Exy Engineers concerned will be so good as to explain at a very early date the cause of this decrease, as well as the variations noticed under the heads "Tow-ridge" and "Value of goods" between the two years shown in the above statement.

No. 2840 I

Forwarded with reference to ...

To The Exy Engrs I, II, ... Circles

[E. I. / 5] 4,000—19-3-02.

Public Works (1902) Department

(IRRIGATION BRANCH.)

CURRENT No. 17. K C.

From

[*Name*]

[*Designation*] SE iii

[*Station*]

No. 2841. I.

Dated 25 . 8 . 1902.

Enclosures { *Plans* / *Others* } *Total*

Spare copies

Received 27 . 8 . 1902

Registered 28 – 8 . 1902

SUBJECT.

Traffic on Kurnool Cuddapah Canal — forwarding with remarks copy of Kurnool EE's letter regarding —

BACK PAPERS.

Papers

Lie over pending receipt of replies from SEs I. II & V.

29/8/02

FURTHER PAPERS.

Remind other SEs

RCB c/by

Reminders issued 29/8

29/8

27/8/02

Reminders submitted for signature & dispatch 1-5-02

29/6

29-8-02

Copy of letter No. 4522 dated 20th August 1902 from C. W. Wood, Esq., Executive Engineer, Kurnool Division, to the Superintending Engineer, III Circle

---

In reply to your No. 2739, dated 15th August 1902 I have the honour to inform you that the average total value of goods carried on the Kurnool Cuddapah Canal for the last five years is Rs 2,14,625, so that a comparison of last year's work with a year so much above the average as the preceding one in which goods to the value of Rs 4,74,570 were carried is hardly a fair one.

There was a decrease of about Rs 80,000 in the value of rice and other food grains carried and minor deficiencies in the items, oil seeds building materials and miscellaneous goods and slight increases under the heads dyes and tans, and salt.

Owing to the Canal being partly closed for about a month owing to the outbreak of a leak in the Jangadantsa tank, traffic was interrupted.

Owing to the year under review being a fairly good year, the imports of food grains fell below the average.

The variation in the ton mileage is difficult to account for as the system of registering the traffic is not in a very

Satisfactory

Satisfactory state, but it is doubtful whether, with a small and nonincreasing traffic, it is worth while going in for more elaborate methods.

No. 2841 d/25.8.02.

Copy forwarded to the Chief Engineer for Irrigation for information with reference to his memo No. 27.G. dated 12th August 1902. The ton-mileage would naturally show a decrease to correspond with the reduction in goods.

W.C. Barkley

23.8.02

CHIEF ENGINEER
FOR IRRIGATION.
28 AUG. 1902
No. 17 KC

to
22.8.02

10,000—7-10-01.

Public Works (1902) Department.

CURRENT No. 6. B.C

From

[*Name*] C. J. Ussher Esquire

[*Designation*] Offg Supdg Engineer, 5 Circle

[*Station*] Madras

No. 343 Ed

Dated 6 September 1902.

Enclosures { *Plans* / *Others* } *Total.*

Spare copies

Received 8 . 9 . 1902.

Registered 8 . 9 . 1902.

Passed on, by—

Registering Clerk 190 .

U. R. Clerk 190 .

Referencer 190 .

Record Supdt. 190 .

Drafting Officer 190 .

SUBJECT.

Receipts for 1901-02 on Buckingham Canal - Forward copy of Exe Engineer explanation as to the cause of decrease in the ———

BACK PAPERS.	FEJ
2779/02	To lie over pending receipt of replies from S. Es I + II Circles to whom a second reminder was sent to-day.

FURTHER PAPERS.

FEJ Branch	Bd 9-9-02.
	Mh 8/9/02 Mh 9/9/02 + desp 9/9/02

To

The Chief Engineer / Secretary to Government, Public Works Department.

Sir,

Letter No. 614 SE dated 3rd September 1902 from C. T. Mullings Esq. Assistant Engineer in charge of Chingleput Division, to the Superintending Engineer, I circle.

Ref: His No. 776 Cn dated 14th August 1902.

I have the honour to inform you that the actual receipts for 1901-02 were Rs 870 shorter than in the previous year. The rest of the difference is due to an adjustment by the Salt Department on account of wharfage fees due for the year 1899-1900. This difference is too small to require explanation.

Rs
44 2058
870
Rs 1188

The increase of ton mileage and value of goods carried during the past year is due to the large salt traffic in the Canal the tonnage reported in 1901-02 being 61031 tons and only 7472 tons in the previous year.

No. 343 E.I. dated 6 September 1902

Copy to the Chief Engineer for Irrigation with reference to his No. 279 dated 12th August 1902.

E. J. [illegible]
Offg Supdg Engineer

[illegible] 6.9.02

Letter No 6148E dated 3rd September 1902

from C. T. Mullings Esq. Assistant Engineer

in charge of [illegible] Division to the

Superintending Engineer, Trichy.

CHIEF ENGINEER FOR IRRIGATION
8 SEP. 1902
6 B.C
No.

Reg: 2490 No 776 dated 14th August 1902 [Connell Esquire]

I have [illegible] that

the actual receipts for 1901-02 were

Rs 870 shorter than in the previous year

[illegible] of the difference is due to an

adjustment by the Salt Department

on account of storage fees due for

the year 1899-1900. This difference is too

small to require explanation.

The increase of the mileage and value

of goods carried during the past year

is [illegible] [during 1901-02 on certain]

the canals [illegible] 1901-02 being 610 [Madras ... Esq]

[Explanation] [illegible] and only 1472 tons in the previous year

No 3438 dated 6 September 1902

Copy to the Chief Engineer for Irrigation

with reference to his No 2?? dated 12th August 1902.

9/2/7/02

Stock Form No.
3,000—18-7-02.

Public Works (1902) Department.

CURRENT No. 247. K.S.

From

[Name] H. H. C. Connell Esquire

[Designation] Superintending Engineer II circle

[Station] Bezwada

No. 199. I.

Dated 12th September 1902.

Enclosures { *Plans* / *Others* 3 } *Total.* 3

Spare copies

Received 14. 9. 1902

Registered 14. 9. 1902

Passed on, by—

Registering Clerk 190 .

U. R. Clerk 190 .

Referencer 190 .

Record Supdt. 190 .

Drafting Officer 190 .

SUBJECT

Decrease of traffic during 1901-02 on certain Canals of Kistna Western Divn.

Explains the cause of ——— ..

BACK PAPERS. ~~No~~ Papers

927 G/02

FURTHER PAPERS.

14/9/02

15/9/02

To

The $\frac{\text{Chief Engineers}}{\text{Secretary to Government}}$, Public Works Department.

Sir,

From J. H. Medlicott Esq. Executive Engineer Kistna Western Division to the Superintending Engineer 2nd Circle, Dated 26.8.02. No. 1908.

With reference to your No. 267 Gl dated 20' August 1902, Communicating Chief Engineer for Irrigations Memo No. 27 Is dated 12' August 1902, I have the honor to inform you that the decrease in Collection is chiefly due:-

(1) To less traffic on the Commamur Canal consequent on the opening of the East Coast Railway.

(2) To the early closure of the Bank Canal.

2. The variations under "Ton-mileage" and "value of goods" are due to heavy traffic of food articles and Government materials on the Nizampatam and Bank canals.

This is only confined to the western Dn but the general traffic statt sent in by the SE shows a decrease on the whole

Enclosures 3.

No. 1999 d/ 12-9-02

Copy forwarded to the Chief Engineer for Irrigation with reference to his memo No. 27 I. dated 12.8.02.

x with R 6132/02 sent to ME d on 9/9/02

11/9.02 Venkataruddy Naidu Asst Engr For Superintending Engineer 2nd Circle

26/11/9/02

N247Ks
14.9.02

mparative return of Traffic on Bank Canals in Western Division for 1901 and 1902.

Canals.	Collections during		Difference.	Tow-mileage during		Difference.	Value of goods during.		Difference.	Remarks.
	00-01	01-02		00-01	01-02		00-01	01-02		
1	2	3	4	5	6	7	8	9	10	11
Bank Canals	829	771	- 58	6,45,173	7,51,130	105957	5,34,258	5,54,183	19,925	

J. H. Lindsell (?) 26/8

Executive Engineer.

Kistna Western Division.

M. 24.8.02

Remarks.

1 2 3 4 5 6 7 8 9 10 11

S… OFFICE,
28 AUG. 1902
P. W. D.
SECOND CIRCLE.

Executive Engineer,
…Division.

Comparative return of Traffic on Nizampatam Canals in Kistna Western Division for 1901 & 1902.

Canals.	Collections during 00-01	Collections during 01-02	Difference.	Ton-mileage during 00-01	Ton-mileage during 01-02	Difference.	Value of goods during 00-01	Value of goods during 01-02	Difference.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
Nizampatam canal	2,411	2,340	- 71	4,99,167	5,39,544	40,377	4,05,313	4,46,112	40,799	

J. H. Whitcott 26/8
Executive Engineer.
Kistna Western Division.

OFFICE
2 8 AUG 1902
W. D.
SECOND CIRCLE

Comparative return of Traffic on Commamur Canal in Kistna Western Division for 1901 & 1902.

Canals.	Collections during 00-01	Collections during 01-02	Difference.	Ton-mileage during 00-01	Ton-mileage during 01-02	Difference.	Value of goods during 00-01	Value of goods during 01-02	Difference.	Remarks.
1	2	3	4	5	6	7	8	9	10	11
Commamur Canal.	7079	4,792	-2287	30,43,506	29,94,275	-49,231	22,82,210	19,59,798	-3,22,412	

[signature] 26/8
Executive Engineer.
Kistna Western Division.

24.8.02

Public Works (?) Department

CIRCULAR No.

SUPG. ENGINEER'S OFFICE
No. 1/330KW
28 AUG. 1902
P.W.D.
SECOND CIRCLE

N247Ko/02

Stock Form No.
3,000—18-7-02.

Public Works (1902) Department.

CURRENT No. 248. Ks.

From

[*Name*] H. H. C. Connell Esquire.

[*Designation*] Superintending Engineer II circle

[*Station*] Bezwada

No. 2009

Dated 12th September 1902.

Enclosures { *Plans* / *Others* } *Total.*

Spare copies

Received 14. 9. 1902.

Registered 14. 9. 1902

Passed on, by—

Registering Clerk 190 .

U. R. Clerk 190 .

Referencer 190 .

Record Supdt. 190 .

Drafting Officer 190 .

SUBJECT

Variations in navigation receipts of Kistna Eastern Divn noticed by C. I.—

Explains the main causes of the ——.

BACK PAPERS.

1247 Ks/02
vide linked Rreall this

FURTHER PAPERS.

14/9/02

To

The Chief Engineer / Secretary to Government, Public Works Department.

Sir,

From W. J. J. Howley Esq. A.M. I.C.E. Executive Engineer, Kistna Eastern Division to the Supdg. Engineer, 2nd Circle, dated 3/6. 9. 02. No. 346 S.E.

With reference to your No. 267 S.E. dated 20. 8. 02. I have the honor to report that there is nothing on record to show to what the variations noticed by the Chief Engineer for Irrigation are due.

The very low water in the Canals from December 1901 till the closure of Canals must, however, have had a considerable effect upon the "ton-mileage" and "value of goods" carried, and, to a smaller degree, upon receipts. The Ellore, Polraz & Bantumalli Canals, on which there was the greatest decrease were exceptionally low and impassable for fully laden boats by the 1st January.

No. 2009. of 12-9-02

Copy forwarded to the Chief Engineer for Irrigation in continuation of this Office No. 1999 dated 12th September 02.

Venkataneddy Naidu
11/9.02 Asst. Engr.
For Superintending Engineer
2nd Circle

[initials] 11/9/02

Sub file Anslw.
[initials]
15/9/02

R248 Ko
14.9.02

Stock Form No.
3,000—7-4-02.

Public Works (1902) Department.

Glasgow

CURRENT No. 122. G

248 Ko /02
247 Ko

From

[Name] W. C. De Morgan Esquire M. I. C. E.

[Designation] Superintending Engineer 1st circle

[Camp] Cocanada

No. 2691 G	Received } 15. 9. 1902
Dated 12th September 1902	Registered } 15. 9. 1902
Enclosures { Plans / Others } Total.	Passed on, by—
Spare copies	Registering Clerk 190 .
	U. R. Clerk 190 .
	Referencer 190 .
	Record Supdt. 190 .
	Drafting Officer 190 .

SUBJECT

Receipts on traffic on canals. Reporting regarding the decrease and increase of —

BACK PAPERS. Papers

FURTHER PAPERS.

Inly 15/9/02

ImG 15/9/02

To

The *Chief Engineer / Secretary to Government*, *Public Works Department.*

Sir,

No 2691 G

Superintending Engineer's Office, 1st Circle

Camp. Coconada, dated 12-9-'02.
13

From

W.C.De Morgan Es', M.I.C.E.

Superintending Engineer, 1 Circle.

To

The Chief Engineer,

For Irrigation.

Sir,

With reference to your memo No. 27-G, dated 12-8-'02 I have the honor to report as follows:-

(1) Decrease in collections during 1901-'02.

The Godaveri bridge having been opened for through-traffic, the Railway competition has been greatly augmented, and the consequence is the fall in collections.

(2) Increase in ton-mileage and value of goods during 1901-'2

During August and September 1900 (i.e, during 1900-'01), there were abnormally high floods resulting in many breaches in navigable canals, which had to be closed for about 2 months for repairs. In 1901-'2, there were no such accidents, and the traffic was uninterrupted throught the year.

This probably accounts for the increase of traffic during 1901-'02.

I have the honor to be,

Sir,

Your most obedient servant,

12-9

W D Morgan

Superintending Engineer, I Circle.

with R 6 B C/02
sent to M.L.D on
...-9-02

CHIEF ENGINEER
FOR IRRIGATION.
15 SEP. 1902
No. 1229D

PWCNO: 9648
Registered - 26-9-02
Prov. / file

PUBLIC WORKS DEPARTMENT,

IRRIGATION BRANCH.

HE

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Traffic on navigable canals in 1901-02

UNDER date the

READ the following

A

From the Supg: Engineer, First Circle, dy 13th June 1902, No 1705

To ——— do ——— dy 14th July 1902, No 12-I

From ——— do ——— Second Circle, dy 29th May 1902, No 92 I

To ——— do ——— dy 14th July 1902, No 134 K.S.

From ——— do ——— dy 22nd July 1902, No 148 I

From ——— do ——— Third Circle, dy 17th May 1902, No 1714 I.

From ——— do ——— Fifth Circle, dy 30th June 1902, No 253 E.

From ——— do ——— dy 7th July 1902, No 260 E.

To the Examiner. P.W. Accounts, dy 14th July 1902, No 240

From ——— do ———, dy 22nd July 1902, No 3121 B/

To the Supg: Engineers, I, II, III and V Circles, dy 12th August 1902, No 27

From the Supg: Engineer, Third Circle, dy 25th August 1902, No 2841 I.

From ——— do ——— Fifth circle dy 6th, September 1902, No 343 E.

From ——— do ——— Second Circle dy 12th September 1902 No 199

From ——— do ——— dy ——— do ——— No 200

From ——— do ——— First circle dy 12th September 1902 No 2691

No 253 I. dy 18-9-02

Note by the Chief Engineer for Irrigation

Print with statement
[initials] 22/9/02
D.S.

Issue
[initials] 22/9/02
D.S.

The accompanying statements shewing the traffic on navigable canals during 1901-02 are submitted to Government with reference

to G.O. No 441 I, dt 23rd May 1891.

2. The receipts during 1901-02 on all the canals show a decrease when compared with those of the previous year. The decrease in receipts on the Godavari and Kistna Canals is stated to be due to the Railway competition while that on the Dummagudem canals is ascribed to the stoppage of traffic for the greater portion of the year owing to the breach in the anicut that occurred in 1900. As regards the Buckingham Canal, it is explained that the decrease in collections in 1901-02 when compared with those of 1900-01 is chiefly due to the recovery in the latter year of the arrears due in 1899-1900. In the case of the Kurnool-Cuddapah canal, the falling off is attributed to the interruption of traffic caused by a breach in the Jangadaucha Tank.

3. With reference to the variations in the "ton-mileage" and "value of goods", the Godavari canals and the Buckingham canal shew an increase which, in the case of the former, is owing to the non-interruption

E. I. Form No. 1—800—13-7-01.

2 P

-interruption of traffic by floods like those of the previous year, while in the case of the latter canal, it is due to the heavy salt traffic. The decrease under these heads on the Dumagudem and the Mishra canals is attributed to their low state. ~~An explanation is given of the~~ The decrease on the Kurnool-Cuddapah canal, ~~but it~~ is probably due to a falling off in the imports of food grains during the year, which locally is stated to have been a fairly good one.

4. The Submission of these statements to the Government of India has been ordered to be discontinued in their letter printed with G.O. No. 424 I, dt 10th April 02.

Order thereon No: 1148 Id/4 Oct. 02

Recorded.

19-9-02

10 P

To The Chief Engr for Irrign
" Supg: Engrs. I, II, III & V Circles
" Exr P.W. Accounts
" Bd of Revn R.S.L. & Agriculture

18/9/02

17/9/02

16/8/02

DESPATCHED
OCT. 1902

EXAMINER,
P. W. ACCOUNTS.
16 JUL 1902
No. 171

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following papers:—

From the Superintending Engineer,	I Circle,	dated	25th June 1901,	No.	1571 G.
,, ,,	II ,,	,,	29th May ,,	,,	74 I.
,, ,,	III ,,	,,	2nd July ,,	,,	2099 I.
,, ,,	V ,,	,,	24th June ,,	,,	212 E.I.
,, ,,	V ,,	,,	3rd July ,,	,,	222 E.I.
To the Examiner, Public Works Accounts,		,,	5th ,, ,,	,,	145.
From the ,, ,,		,,	10th ,, ,,	,,	2044 B./A.

No. 148 I.

Note by the Chief Engineer for Irrigation.

The accompanying statements showing the traffic on navigable canals during 1900–1901, are submitted to Government, with reference to G.O., No. 441 I., dated 23rd May 1891. They should have reached the Government of India by the 15th July 1901. The delay in their submission is owing to the late receipt of the statements due from the Superintending Engineers, III and V Circles.

(Signed) W. HUGHES,
Chief Engineer for Irrigation.

18th July 1901.

FORM I.—Comparative Return of traffic carried on

—	Demands.		Collections during the current year.	Balance uncollected.	Previous year.		Nature of cargo.	Traffic crossing the boundary between (a) and (b). Tonnage.	
	Balance from last year.	For current year.			Demands.	Collections.		From (a) to (b) (exports).	Into (b) from (a) (imports).
1	2	3	4	5	6	7	8	9	10
	RS.	RS.	RS.	RS.	RS.	RS.	CHILKA LAKE CANAL.		
							Boat Traffic.		
							1. Paddy and rice ..	..	..
							2. Oils	..	..
							3. Provisions	..	..
							4. Salt	..	..
							5. Coal and coke ..	..	..
							6. Miscellaneous goods ..	..	..
							7. Timber	..	..
							8. Firewood	..	..
							9. Bamboos	..	..
							10. Sugar	..	..
							11. Building materials	-	-
							Total, Boat Traffic ..	..	..
							DUMAGUDEM CANAL.		
							Boat Traffic.		
							1. Cotton, raw and manufactured	..	..
							2. Paddy and rice ..	..	..
							3. Other food-grains ..	..	..
Six weeks' license fees ..					448	448	4. Hides and skins ..	..	..
							5. Metals	..	..
							6. Oils	..	..
Registration fees.	-	375	375	-	-	-	7. Oil-seeds	..	..
Raft fees ..					3	3	8. Provisions	..	..
Miscellaneous ..					-	-	9. Salt	..	..
							10. Sugar	..	..
							11. Tobacco	..	..
							12. Miscellaneous goods ..	..	..
							13. Timber	..	..
							Total, Boat Traffic ..	..	..
							Raft Traffic.		
							14. Timber in logs ..	..	..
							15. Squared timber ..	..	..
							16. Scantlings	..	..
							Total, Raft Traffic ..	..	..
	-	375	375	-	451	451	Grand Total, Boat and Raft Traffic ..	..	..
							GODAVARI CANALS.		
							Boat Traffic.		
							1. Cotton, raw and manufactured	..	..
							2. Woollen goods, raw and manufactured ..	..	..
							3. Dyes and tans ..	..	..
							4. Paddy and rice ..	..	..
							5. Other food-grains ..	..	..
Annual license fees							6. Hides and skins ..	..	..
							7. Liquors	..	..
Six weeks' license fees	-	71182	71182	-	73692	73692	8. Metals	..	..
							9. Oils	..	..
Registration fees.							10. Oil-seeds	..	..
Wharfage fees ..	-	-	-	-	-	-	11. Provisions	..	..
Demurrage fees.	-	-	-	-	-	-	12. Salt	..	..
Raft fees ..	-	15274	15274	-	17778	17778	13. Spices	..	..
Miscellaneous ..	-	~~2903~~	~~2903~~	-	2410	2410	14. Sugar	..	..
		3094	3094				15. Tobacco	..	..
							16. Building materials ..	..	..
							17. Miscellaneous goods ..	..	..
							18. Timber	..	..
							19. Firewood	..	..
							20. Bamboos	..	..

the Navigable Canals for the year 1900-1901. [1901-02]

Up traffic.		Down traffic.		Total tonnage both ways.		Ton mileage.		Value of goods.		Number of passengers.	
1899-1900. [1900-01]	1900-1901. [1901-02]	1899-1900. [1900-01]	1900-1901. [1901-02]	1899-1900. [1900-01]	1900-1901. [1901-02]	1899-1900. [1900-01]	1900-1901. [1901-02]	1899-1900. [1900-01]	1900-1901. [1901-02]	1899-1900. [1900-01]	1900-1901. [1901-02]
11	12	13	14	15	16	17	18	19	20	21	22
								Rs	Rs		
4	4	4	4	4	4	5	5	5	5	4	4
		1406	1835	1406	1835	11,248	18863	87298	118407	"	"
"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"1	"	"12	"	"95	"	"
"	"1	"	"	"							
490	"	"	64	490	64	2942	386	36,909	4838	2744	"
"	"	1	–	1	"	7	"	6	"	"	"
31	25	6	9	37	34	296	275	2,578	2350	"	"
"	"	11	4	11	4	85	35	342	90	"	"
"	"	13	1	13	1	106	10	47	6	"	"
"	"	4	12	4	12	28	98	24	90	"	"
"	"	"	"	1	"	3	"	210	"	"	"
1	"	"	"	"	1	"	10	"	108	"	"
"	1										
522	27	1441	1925	1963	1952	14,714	19,689	127,414	125,984	2,744	"
"	1	"	"	"	1	"	2	"	400	"	"
52	20	"	2	52	22	10	8	3,412	1360	"	"
196	2	3	374	199	376	395	822	9925	18775	"	"
"	"	22	1	22	1	44	2	18,000	800	"	"
"	"	"	"	"	"	"	"	"	"	"	"
		"		3		6	10	450	1050	"	"
3	3	18	4	18	"7	36	"	925	"	"	"
6	"	"	"	6	11	12	6	650	1050	"	"
121	54	"	"	121	54	242	84	4,800	4240	"	"
6	3	"	"	6	3	12	2	357	195	"	"
"	2	16	15	16	17	32	30	4,800	5100	"	"
13	20	661	241	674	261	1,348	656	46877	18450	"	"
"	"	33	62	33	62	66	114	2680	4960	"	"
397	116	753	699	1,150	815	2,300	1736	92,876	56,380	"	"
"		"		"		"		"		"	"
"		"		"		"		"		"	"
"		"		"		"		"		"	"
"		"		"		"		"		"	"
397	116 ×	753	699 ×	1150	815 ×	2,300	1736 ×	92876	56380 ×	"	"
							X		X		
447	221	597	721	1,044	942	17,574	5471	666,290	744783	"	"
16	32	30	58	46	90	214	458	69,000	135000	"	"
516	557	953	939	1469	1496	11,313	13184	440775	448800	"	"
96586	64196	35435	28090	132021	92286	2067126	2341854	44,09545	4400374	"	"
5315	6598	9488	7854	14803	14452	165431	146031	7,40187	1220310	"	"
186	142	102	39	288	181	4640	6877	215567	143999	"	"
577	89	297	388	874	477	8653	10574	3,46,334	187600	"	"
1273	1850	905	972	2178	2822	37588	114945	298866	252375	"	"
1643	1928	1290	1805	2933	3733	34468	39163	444838	582051	"	"
3857	6253	5269	8129	9126	14382	159027	285412	456485	718564	"	"
13671	14986	12430	6642	26101	21527	371353	175135	2610218	2153865	"	"
6945	7562	3453	5676	10398	13240	177421	190228	796216	2144569	"	"
206	206	338	176	544	381	3938	3454	544667	373417	"	"
4136	3602	7002	3213	11138	6816	228577	77849	1287153	664108	"	"
3473	5433	5665	9273	9138	14706	191852	299917	2739207	4380648	"	"
16957	20680	104797	98027	121754	118707	2031664	1757238	136095	169149	"	"
11,821	12207	10557	8900	22378	21107	510675	304771	1108917	854407	"	"
594	1112	20166	12496	20700	13608	180695	145394	1655193	1087489	"	"
3214	3437	2863	2526	6077	5963	105890	549774	36582	35740	"	"
413	219	18,956	16554	19369	16973	180313	99023	387958	334792	"	"

× The decrease is due to traffic having been closed from April to June and again from Nov. 1901 to End of March 1902 as there was no water in the Canals owing to the breach in the Anicut that occurred in 1900

Form I.—Comparative Return of Traffic carried on

—	Demands. Balance from last year.	Demands. For current year.	Collections during the current year.	Balance uncollected.	Previous year. Demands.	Previous year. Collections.
1	2	3	4	5	6	7
	Rs	Rs	Rs	Rs	Rs	Rs
Fines ..	..	4	4	..	45	45
Ground rents ..	..	261	261	..	236	236
Refunds ..	..	−7	−7	..	−32	−32
		~~89808~~ ~~89617~~	89808 ~~89617~~	..	94129	1 94129
Annual License Fees.						
Private passenger boats .. Private cargo boats and steamers ..	..	~~8640~~ 8342	~~8640~~ 8342	..	9154	9154
Six weeks license fees.						
Private boats ..	..	15455	15455	..	18931	18931
Rafts	..	1632	1632	..	933	933
Government boats and steamers ..	332	3596	3928	..	3092	2760
Demurrage fees ..	..	59	59	..	99	99
Wharfage fees ..	..	6952	6952	..	7881	7881
Registration fees.	..	360	360	..	232	232
Numbering fees.	..	10	10	..	58	58
Ground rents ..	231	2157	2388	..	2711	2480
Miscellaneous ..	..	25	25	..	58	58
Fines	..	37	37	..	16	16
Refunds ..	-	-	-	-	-	-
	563	38,625 ~~38923~~	39188 ~~39486~~	..	43,165	1 42602

Nature of cargo.	Traffic crossing the boundary between (a) and (b). Tonnage. From (a) to (b) (exports).	Into (b) from (a) (imports).
8	9	10
Godavari Canals—*cont.*		
Boat Traffic—cont.		
21. Coal and coke ..	..	..
22. Jute	..	..
23. Treasure	..	..
Total, Boat Traffic ..	..	..
Raft Traffic.		
24. Timber in logs ..	..	..
25. Squared timber ..	..	..
26. Sleepers, broad gauge.	..	..
27. ,, metre ,,	..	..
28. Scantlings ..	..	..
29. Poles ..	..	..
30. Firewood ..	..	..
31. Bamboos ..	..	..
Total, Raft Traffic ..	..	..
Grand Total, Boat and Raft Traffic ..	..	..
Kistna Canals.		
Boat Traffic.		
1. Cotton, raw and manufactured ..	..	..
2. Woollen goods, raw and manufactured.	..	..
3. Dyes and tans ..	..	..
4. Paddy and rice ..	..	..
5. Other food-grains ..	..	..
6. Hides and skins ..	..	..
7. Liquors ..	..	..
8. Metals ..	..	..
9. Oils ..	..	..
10. Oil-seeds ..	..	..
11. Provisions ..	..	..
12. Salt ..	..	..
13. Spices ..	..	..
14. Sugar ..	..	..
15. Tobacco ..	..	..
16. Building materials ..	..	..
17. Miscellaneous goods ..	..	..
18 Timber ..	..	..
19. Firewood ..	..	..
20. Bamboos ..	..	..
21. Coal and coke ..	..	..
22. Jute ..	..	..
23. Treasure ..	..	..
24. Poles carried in Cargo boats		
Total, Boat Traffic ..	..	..
Raft Traffic.		
24. Timber in logs ..	..	..
25. Squared timber ..	..	..
26 Sleepers, broad gauge.	..	..
27. ,, metre ,,	..	..
28. Scantlings ..	..	..
29. Poles ..	..	..
30. Firewood ..	..	..
31. Bamboos ..	..	..
Total, Raft Traffic ..	..	..
Grand Total, Boat and Raft Traffic ..	..	..

[illegible]

the Navigable Canals for the year 1900–1901—*cont.*

Up traffic.		Down traffic.		Total tonnage both ways.		Ton mileage.		Value of goods.		Number of passengers.	
1899-1900. 1900-01	1900-1901. 1901-02	~~1899-1900.~~ 1900-01	1900-1901. 1901-02	1899-1900. 1900-01	1900-1901. 1901-02	1899-1900. 1900-01	~~1900-1901.~~ 1901-02	~~1899-1900.~~ 1900-01	~~1900-1901.~~ 1901-02	1899-1900. 1900-01	~~1900-1901.~~ 1901-02
11	12	13	14	15	16	17	18	19	20	21	22
								Rs	Rs		
"	"	"	"	"	"	"	"	"	"	"	"
531	147	338	199	869	346	14,458	1951	17,558	4134	"	"
8	"	62	6	70	6	60	"	8400	720	"	"
5	3	4	35	9	38	137	406	2724020	1946839	"	"
172390	151455	240937	212620	413327	364078	6503067	6568113	22140071	22977683	355326	385492
103	262	45,706	66627	45839	66889	284214	1339279	3433282	5015761	"	"
213	128	4127	6661	4340	6789	13481	26252	940187	543120	"	"
"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"	"	"	"
29	"	1368	1138	1397	1138	5164	2759	81970	68250	"	"
"	"	5842	5760	5842	5760	50413	22560	233640	230400	"	"
"	"	"	8	"	8	"	56	"	48	"	"
170	87	61208	72942	61378	73029	304021	848322	1227632	1460525	"	"
515	477	118281	153136	119796	153613	657293	2239228	5916711	7318104	"	"
172905	151935	359218	365756	532123	517691	7160390	8807341	28056782	30295787	355326	385492
129	259	607	747	736	1006	45001	51898	461613	573644	"	"
20	72	17	79	37	151	942	5132	65750	282450	"	"
252	109	335	401	587	510	19288	20305	176100	152910	"	"
56261	37958	25580	27694	81841	65652	3,009354	3059446	2084083	2094564	"	"
2737	2611	2547	3375	5284	5986	241880	264278	264200	299301	"	"
110	110	117	46	227	156	9172	3920	181600	124268	"	"
30	25	127	203	157	228	7297	10033	62600	91427	"	"
1789	1325	1134	1087	2923	2412	181965	158807	584667	482334	"	"
1011	382	1135	888	2146	1270	130800	58686	321950	190550	"	"
336	332	975	914	1311	1246	50329	35115	65550	48064	"	"
6464	5045	2637	3197	9101	8242	311998	307894	910100	815412	"	"
14214	11489	1247	1769	15461	13258	765148	702301	1236880	1046710	"	"
7	51	6	54	13	105	853	3855	12800	44020	"	"
1262	1117	442	397	1704	1514	73389	64689	114480	99490	"	"
690	1003	2220	4171	2910	5174	102320	170536	1433700	1296206	"	"
7154	3926	37200	27335	44354	31261	1929557	1466409	133062	93783	"	"
4740	3187	4130	3917	8870	7606	440351	367900	1257509	1124184	"	"
8160	5048	3760	2542	11920	7590	488245	297336	953600	406500	"	"
2715	2106	448	607	3163	2713	81448	108144	18978	16278	"	"
6943	3554	2871	1313	9814	4867	437298	204460	194280	97348	"	"
88	278	478	453	566	731	16920	20472	5592	8776	"	"
12	19	6	2	18	21	532	147	2248	2480	"	"
4	4	4	129	8	133	379	711	705200	1488200	"	"
"	37	"	9	"	46	"	362	"	1856		
115128	80549	88023	81329	203151	161878	8344466	7382836	11246542	10880835	128458	127012
3588	1227	1999	1234	5587	2461	271429	134703	419025	184575	"	"
68	377	54	105	122	482	4621	60575	9760	38560	"	"
"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"	"	"	"
2664	1314	2110	1502	4774	2816	260901	116909	81620	56320	"	"
6320	2918	4163	2841	90483	5759	536951	312207	510405	279455	"	"
121448	83467	92186	84170	213634	16763	8881417	7695043	11756947	11160290	128458	127012

Form I.—Comparative Return of traffic carried on

—	Demands.		Collections during the current year.	Balance uncollected.	Previous year.	
	Balance from last year.	For current year.			Demands.	Collections.
1	2	3	4	5	6	7
	Rs	Rs	Rs	Rs	Rs	Rs
SIX WEEKS' LICENSE FEES, WHARFAGE FEES, ETC.						
Private Boats.						
Six weeks' license fees ..	..	5253	5253	..	6055	6055
Wharfage fees.	1383	12751	11081	3053	14429	13046
Excess amount shown as uncolleted in 1899–1900 ..						
Demurrage fees on boats ..	..	624	624	..	538	538
Demurrage fees on goods ..	..	4	4	..	5	5
Testing fees ..	..	675	675	..	546	546
GOVERNMENT BOATS.						
Rafts.						
Six weeks' license fees ..	..	168	168	..	108	108
Wharfage fees ..	..	38	38	..	13	13
Demurrage fees.	..	..	..	..	1	1
Annual License Fees.						
Government boats and steamers ..						
Private passenger boats ..	..	26,566	26,566	..	27,790	27,790
Private cargo boats ..	..	20,088	20,088	..	19,014	19,014
Private steam boats ..						
Registration fees.	24	858	882		574	550
Ground rent ..	..	1907	1907		1810	1810
Boat rent ..	..	514	514		569	569
Numbering fees.	..	182	182		202	202
Miscellaneous ..	..	1256	1256		932	932
Refunds ..	..	−149	−149		−30	−30
Duplicate license fees ..	..	32	32	..	30	30
	1,407	70,767	69,121	3,053	72,586	71,179
Rent of boats ..	..	1042	1042		1165	1165
Private boats ..	..	915 (888 struck through)	915 (888 struck through)	..	913 (885 struck through)	913 (885 struck through)

Nature of cargo.	Traffic crossing the boundary between (a) and (b). Tonnage. From (a) to (b) (exports).	Into (b) from (a) (imports).
8	9	10
BUCKINGHAM CANAL.		
Boat Traffic.		
1. Cotton, raw and manufactured	..	..
2. Woollen — do —	..	..
2. Dyes and tans ..	..	..
3. Paddy and rice ..	..	..
4. Other food-grains ..	..	..
5. Hides and skins ..	..	..
6. Liquors ..	..	..
7. Metals ..	..	..
8. Oils ..	..	..
9. Oil-seeds ..	..	..
10. Provisions ..	..	..
11. Salt ..	..	..
12. Sugar ..	..	..
13. Tobacco ..	..	..
14. Building materials ..	..	..
15. Miscellaneous goods ..	..	..
16. Timber ..	..	..
17. Firewood ..	..	..
18. Bamboos ..	..	..
19. Coal and coke ..	..	..
20. Jute ..	..	..
21. Indigo ..	..	..
22. Treasure ..	..	..
Total, Boat Traffic ..	..	..
Raft Traffic.		
23. Timber in logs ..	..	..
24. Squared timber ..	..	..
25. Bamboos ..	..	..
Total, Raft Traffic ..	..	..
Grand Total, Boat and Raft Traffic ..	..	..
Kurnool-Cuddapah Canal Boat traffic.		
Turmeric	2	12
Onions		28
Fuel	221	423
Bamboos	55	..
1. Jaggery ..	2	..
2. Paddy and rice ..	33	8
3. Other food-grains ..	17	451
4. Oils & oil seeds ..	14	133
5. Salt ..	230	..
6. Building materials ..	230	12
7. Miscellaneous goods ..	55	113
8. Timber ..	213	3
9. Dyes and tans ..	..	149
Total, Boat Traffic ..	1272	1232
VEDARANNIYAM CANAL.		
Boat Traffic.		
1. Salt ..	2,484 (3034)	2,220
Total, Boat Traffic ..	2,484 (3034)	2,220

the Navigable Canals for the year ~~1900–1901~~ 1901-02—*cont.*

Up traffic.		Down traffic.		Total tonnage, both ways.		Ton mileage.		Value of goods.		Number of passengers.	
~~1899-1900.~~ 1900-01	~~1900-1901.~~ 1901-02	~~1899-1900.~~ 1900-01	~~1900-1901.~~ 1901-02	~~1899-1900.~~ 1900-01	~~1900-1901.~~ 1901-02	~~1899-1900.~~ 1900-01	~~1900-1901.~~ 1901-02	~~1899-1900.~~ 1900-01	~~1900-1901.~~ 1901-02	~~1899-1900.~~ 1900-01	~~1900-1901.~~ 1901-02
11	12	13	14	15	16	17	18	19	20	21	22
								Rs	Rs		
402	140	173	148	575	288	93510	20934	421110	265130	"	"
"	17	"	"	"	17	"	425	"	25500		
16	"	"	1	16	1	3120	99	4800	300	"	"
24386	32714	1157	948	25543	33662	3949714	5090720	910455	1142405	"	"
220	99	79	56	299	154	46831	28418	14950	7700	"	"
5	18	"	"	5	18	125	412	4000	14400	"	"
"	"	35	16	35	16	5538	2951	14000	6400	"	"
22	43	1490	1118	1512	1161	268443	201439	302400	232200	"	"
"	"	793	335	793	335	147306	50778	118950	50250	"	"
134	"	"	"	134	"	25100	"	6700	"	"	"
6499	6104	2851	2303	9350	8407	794338	1026811	935000	840700	"	"
7380	60933	92	98	7472	61031	158719	922784	597760	488240	"	"
558	440	"	7	558	447	31466	32799	36270	29730	"	"
5	9	14	16	19	25	1757	2021	5700	7500	"	"
34114	20157	2380	2550	36494	22707	1639903	1295256	109482	68121	"	"
2744	3416	1153	3936	3897	7352	365433	438153	206665	261751	"	"
74	103	1064	1152	1138	1255	129775	148768	91040	100400	"	"
70270	63421	46	"	70316	63421	4727798	3412357	421896	380526	"	"
"	"	42	32	42	32	2131	1799	840	840	"	"
652	452	110	26	762	478	29386	18499	9144	5736	"	"
"	"	"	"	"	"	"	"	"	"	"	"
55	150	"	"	55	150	9870	28085	154000	420000	"	"
"	"	"	"	"	"	"	"	"	"	"	"
147536	188216	11479	12741	159015	200957	12430263	12723508	4365162	8741869	69283	50983
"	1	"	197	"	198	"	"	"	14850	"	"
"	"	203	21	203	21	"	"	16240	1680	"	"
"	"	"	"	"	"	"	"	"	"	"	"
"	1	203	218	203	219	"	"	16240	16530	"	"
147536	188217	11682	12959	159218	201176	12430263	12723508	4381402	8758399	69283	50983
"	2	"	12	"	14	"	791	"	1000		
"	"	"	28	"	28	"	672	"	300		
"	221	"	423	"	644	"	7033	"	3429		
"	55	"	"	"	55	"	3859	"	643		
12	2	"	"	12	2	1400	186	1234	250		
43	33	41	8	84	41	4410	4015	8972	5384		
812	17	2447	451	3259	468	196122	52392	296634	29911		
15	14	263	133	278	147	15409	14872	31859	2705		
148	230	14	"	162	230	8646	9721	16023	20866		
112	230	262	12	374	242	17976	24358	72388	9657		
123	55	575	113	698	168	56629	1701	40043	17721		
38	213	5	3	43	216	3530	2407	4617	6409		
"	"	29	149	29	149	5017	19180	2800	9150		
1303	1072	3636	1332	4939	2404	309139	141178	474570	107425	96	97
2220	3039	"	"	2220	3039	66600	91170	160546	219736	"	"
2220	3039	"	"	2220	3039	66600	91170	160546	219736	"	"

FORM II.—FOR ALL THE NAVIGABLE CANALS OF THE MADRAS PRESIDENCY.

SUMMARY of Comparative Returns of Traffic on the Chilka Lake, Dumagudem, Gódávari, Kistna, Buckingham, Kurnool-Cuddapah and Védáranniyam Canals for the year ~~1900–1901.~~ 1901–1902

Canals.	Demands.		Collections.		Total tonnage up and down.		Ton mileage.		Value of goods.		Number of passengers.	
	~~1899–1900.~~ 1900-01	~~1900–1901.~~ 1901-02	~~1899–1900.~~ 1900-1901	~~1900-1901.~~ 1901-1902	~~1899–1900.~~ 1900-01	~~1900–1901.~~ 1901-02	~~1899–1900.~~ 1900-01	~~1900–1901.~~ 1901-02	~~1899–1900.~~ 1900-01	~~1900–1901.~~ 1901-02	~~1899–1900.~~ 1900-01	~~1900–1901.~~ 1901-02
1	2	3	4	5	6	7	8	9	10	11	12	13
	Rs	Rs	Rs	Rs					Rs	Rs		
Chilka Lake Canal	"	"	"	"	1963	1952	14,714	19689	127,414	125984	2,744	"
Dumagudem Canal	451	375	451	375	1150	815	2300	1736	92876	56380	"	"
Gódávari Canals	94129	89808	94129	89808	532123	517691	7160360	8807341	28056782	30295787	355326	385492
Kistna Canals	43165	39188	42602	39188	213634	167637	8881417	7695043	11756947	11160290	128458	127012
Buckingham Canal	72686	72174	71179	69121	159218	201176	12430263	12723508	4381402	8758399	69283	50983
Kurnool-Cuddapah Canal	1165	1042	1165	1042	4939	2404	309139	141178	474570	107425	96	97
Védáranniyam Canal	913	915	913	915	2220	3039	66600	91870	160546	219736	"	"
Total ..	212[illegible]	203502	210439	200449	915247	894714	28864793	29479665	45050537	66724001	567898	563584

Note.—The "tonnage" and "value of goods" are merely approximations and the latter, especially, is a somewhat rough one, as the nature and quantity of goods carried are in most cases arrived at solely from the statements of the boat syrangs who rarely have any "manifests."